Official and Classified ADVERTISEMENTS

Continued from Page 103

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F. R. PURSSELL,
ADVERTISEMENT DIRECTOR

PUBLIC NOTICE

HARBOURS ACT 1964 — SECTION 31

NOTICE GIVEN TO THE GRAMPIAN REGIONAL COUNCIL WITH RESPECT TO THE CHARGES FOR FISH LANDED AT GOURDON HARBOUR

Notice is hereby given, pursuant to Section 31(8) of the Harbours Act 1964 that the Secretary of State for Scotland having considered, under the powers conferred on him by Section 31 of the said Act, an objection made to the charge of 2.5p per £1 value in respect of fish landed at Gourdon harbour, operative from 16 December 1974, has, in pursuance of these powers given notice to the Grampian Regional Council as harbour authority that the said charge is approved with effect from 1 June 1978 and that the approval shall be of effect for 12 months from that date.

Department of Agriculture and Fisheries for Scotland
Chesser House
Edinburgh EH11 3AW
25 May 1978

H G Robertson
Assistant Secretary

HARBOURS ACT 1964 — SECTION 31

NOTICE GIVEN TO THE LOTHIAN REGIONAL COUNCIL WITH RESPECT TO THE CHARGES FOR FISH LANDED AT DUNBAR HARBOUR

Notice is hereby given, pursuant to Section 31(8) of the Harbours Act 1964, that the Secretary of State for Scotland having considered, under the powers conferred on him by Section 31 of the said Act, objections made to the charge of 2p per £1 value payable in respect of fresh fish and shellfish landed at Dunbar, as listed in the amended Schedule of maximum rates and dues to be levied in Dunbar Harbour dated 10 July 1974 and operative from 1 August 1974, has, in pursuance of these powers, given notice to the Lothian Regional Council as harbour authority in succession to Dunbar Town Council that the said charge is approved with effect from 1 June 1978 and that the approval shall be of effect for 12 months from that date.

Department of Agriculture and Fisheries for Scotland
Chesser House
Edinburgh EH11 3AW
25 May 1978

H G Robertson
Assistant Secretary

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fishing news
June 16, 1978 No. 3888 Est. 1913 20p

HADDOCK QUOTA NEARLY OUT

West coast chaos

FISHING OFF the west coast of Scotland is in big trouble. Only two or three weeks' haddock fishing is left before the quota runs out and this, coupled with a possible ban on herring fishing, could virtually wrap up operations. A switch to mackerel could be the only way open, but the quota for this species still has to be settled. It is understood that the EEC is considering a TAC in excess of 440,000 tonnes.

The immediate problem is haddock. At the half-way stage, around 8,000 tonnes from the 9,700 tonne quota recommended by the EEC has already been taken. Producer organisations have been working a voluntary restriction of 3½ cwt. per man a day. As *Fishing News* went to press there were fears that producer organisations would be asked to slash these restrictions even further at a meeting called on white fish quotas in Edinburgh yesterday (Thursday) with the Department of Agriculture and Fisheries.

As the Government is looking for ways to curtail the activities of non-PO members who are not adhering to the voluntary measures, there is a chance of statutory regulations being brought in right across the industry.

This could provoke a confrontation with some POs which feel that the move would undermine their control. While POs want to see non-members brought into line, it is understood that some will resist any form of Government interference.

There is some leeway to increase the haddock quota. The quota is part of an EEC conservation package which the British Government has not yet accepted. Such a move, however, could bring about a loss of face with the EEC when Britain is calling for conservation in other directions.

On the herring front, the west coast situation is equally fraught.

Limit ban

A meeting of the newly-formed Scottish Pelagic Fishermen's Association in Fraserburgh last week discussed the ICES proposal for a total ban on herring fishing, which is sure to come up at the EEC fisheries meeting due to be held in Luxembourg next week.

Although no official statement was issued, it is understood that the idea of a total ban would be resisted to allow the Scottish herring industry to exist.

Recognising that conservation is needed while still allowing the herring industry to exist, the meeting favoured the introduction of a 12-mile limit with a total ban out to 200 miles.

Gilbert Buchan, president of the Scottish Fishermen's Association, told *Fishing News*: "We must have a 12-mile limit and a total ban beyond, with some special concessions so that we can survive."

On the possibility of a massive TAC being introduced on mackerel, Mr. Buchan added: "This is nonsense. With moves like this we are just trying to stave off the unavoidable. What has happened to herring would happen to mackerel."

Tait's purser nearly ready

Another purser for the Tait family of Fraserburgh takes shape. This is the 137 ft. *Andra Tait*, under construction at the Maaskant yard in Holland.

£1M-A-DAY SHOW

THE CATCH '78 fisheries exhibition opened at Aberdeen on Wednesday expecting orders to the tune of £1m. a day. This was the confident prediction of *Des Corcoran*, managing director of Eagle Exhibition Consultants when a massive array of fishing hardware was unveiled.

The exhibition was opened by Maitland Mackie, the Lord Lieutenant for Aberdeenshire, and a leading Scottish agriculturist, who said that there should be no compromise on British demands for a 50-mile limit.

He pointed out that the fishing industry needed more "grass roots" at Brussels if it is to get anywhere within the EEC structure. Agriculture had been very successful in its EEC negotiations, achieving retention of milk marketing boards in the UK — a similar approach in round-the-table talks with partner countries and third countries was required.

Mr. Mackie said that the UK "tended to be dictated to" by the EEC because we were so late getting into the Community.

The EEC introduced a 200-mile limit which met the needs of others but not the UK, said Mr. Mackie.

He added: "Good sense must prevail in the end and this very large industry, providing such an essential part of the protein diet of the nation, will be preserved and will continue to be a very profitable and important part of the economy of the UK."

The Catch '78 show closes on Sunday after a five-day run.

FLEET DEAL

A DEAL involving the sale of six former Grimsby distant water trawlers to the Claridge Group of companies at Lowestoft is expected to be completed shortly.

The vessels, all owned by Consolidated Fisheries and built at Goole between 1967 and 1962, are virtually sister-ships of around 140 ft.

It is understood that the vessels involved are: *Aldershot, Barnsley, Gillingham, Huddersfield Town, Notts Forest* and *Port Vale.*

Imports blamed for price drop

THERE was an angry reaction from some Fleetwood owners last week when fish prices reached their lowest level in weeks. One of the firms most affected was J. Marr and Son whose pair trawlers did not hit the best of markets.

The firm's Fleetwood manager Jim Cross, who is also president of the Fleetwood Fishing Vessel Owners' Association, blamed the drop on imports and called *for action to restrict them* — but this was denied by merchants' representatives.

It was unfortunate for the company that the drop in prices occurred in a week when there was an excellent catch by the twins, *Armana* and *Navena*.

Armana, commanded by Skipper Tom Christy, landed 798 kits including 400 of cod, 25 of haddocks, 250 of coley and 40 of ling, which sold for a disappointing £19,848.

Navena, with Skipper John Burns in command, had 808 kits worth £19,589.

An average of less than £30 a kit was also returned for the catches of the Marr pair trawlers *Idena* and *Norina*.

853 kits were landed by *Idena* for £22,075. *Norina* had 537 kits for a grossing of £14,677.

Top single boat was the French stern trawler *President Calvez* which has landed at the port before. She had the type of mixed catch the port has come to expect from the French ships.

Her 730 kits catch sold for £19,191.

Among the outstanding Fleetwood near water trawlers was the 108ft. *Admiral Hawke which returned* to port after only ten days with 347 kits selling for £9,863.

BEAMER BACK

THE beam-trawler *Arthur Harvey* landed her first catch after a £50,000 refit at a Dartmouth shipyard, including a new engine at Milford Haven last week.

Owners Derek Sanders and Alan French, both tugmasters in the Middle East, bought the ex-Dutch vessel some time ago, but decided to have her re-fitted to gain maximum results.

She landed 60 kits selling for £3,300. The first kit of soles was auctioned on behalf of the Hakin Branch of the RNLI and was bought for £171 by the Celtic Fisheries.

Prince Phillip and Roy French examining the Prunier Trophy on Monday.

DUKE AT THE GROWING 'NEST'

IT WAS a time for old salts to swop yarns about the fishing industry of yesterday, tales of heroic risks and the days when herring virtually ruled the seas — and the lives of thousands of fishermen — when the Duke of Edinburgh flew into Lowestoft on Monday.

He was there to tour a new £10,000 extension to the Lowestoft and East Suffolk *Maritime Society Museum.*

He was shown around the maritime exhibition by the Society's chairman, Roy French, and stopped to admire the display of models of fishing smacks, trawlers and relics of by-gone days.

"What a marvellous collection of maritime equipment," he said. "A wonderful display".

It was a subject close to his own heart but, despite his nautical background, he found himself foxed by some items in the display of shipwright's tools.

Foreman shipwright, Ted Frost, explained that cooper's barrels were used in their thousands in the hey-day of herring fishing.

Award

Prince Phillip was intrigued by the Prunier Trophy, formerly awarded to the drifter making the biggest single night's haul of herring, and by the story of the Lowestoft smack *Nelson* which, under Skipper Tom Crisp senior, was sunk by a German submarine in the 1914/18 war.

Skipper Crisp, who had both legs shot off and died from wounds, was later awarded the Victoria Cross. His son Tom, who was with him and was rescued with the rest of the crew, described the incident to the Duke.

"An incredible escape — I hope you go to church regularly and give thanks", said Prince Phillip.

On his arrival by helicopter the Duke was met by Commander Ralph Jenkins, the society's president, who was *executive officer* at the Royal Navy Petty Officers' School, Corsham, when Prince Phillip was a staff officer there 30 years ago.

Both men later qualified at the Royal Navy Staff College, Greenwich.

During his visit the Duke unveiled a plaque to the new extension named after the late Bill Soloman, former trawler skipper and until his death, earlier this year, harbour master at Oulton Broad.

Brixham race day

THERE'S still time to enter for the annual Brixham Trawler Race which takes place on Saturday, June 24. Just fill in the entry form below and post to race secretary, Margaret Kimble, 27 Lichfield Drive, Brixham, South Devon. See story page 10.

Name of Trawler / Date Built	Port Reg. No.	Owner	Skipper

No. of Crew	Gross Reg. Tonnage	Make of Engine and Type / When Fitted	No. of cyl.	H.P. / R.P.M.

W.L. Length	Beam	Draft	Declared Speed

Signature of Entrant .....

Name of Entrant (block letters) .....

Address (block letters) .....

Sandeel boat goes under

A SHETLAND crew was rescued by fellow fishermen on Thursday night last week after their boat *Avenger* sank south of Fair Isle.

Her crew of five, under Skipper Billy Hughes, took to the liferaft when the vessel started taking water and they were picked up by the Lerwick, Shetland, fishing boat *Constellation.*

Avenger had been fishing for sandeels about 12 miles south by west of Fair Isle when she sprang a leak.

After Skipper Hughes notified Lerwick coastguard of his vessel's plight, Lerwick lifeboat was launched and a British Airways helicopter was scrambled at Sumburgh. However, *Constellation* arrived first and took off the crew.

The Lerwick fishing boat, which had been fishing nearby, then headed for Fraserburgh to land her catch with the *Avenger's* crew still on board.

PORT RECORDS TUMBLE

Seiner nudges £15,000

JUST £93 separated Skipper Villy Thomsen in the anchor-seiner *Rasmine* from the first ever £15,000 grossing by a local seiner at Grimsby on Monday.

However, *Rasmine* did set a new port grossing record — the fifth time the record has fallen this year — with a final tally of £14,907 after a 14-day North Sea trip.

In terms of fishing time the trip lasted just ten days and a delighted Skipper Thomsen told *Fishing News:* "I'm very pleased. We've been so very close several times before.

"We were fishing 40 miles due east of Sturn and it was good fishing all the time. The weather was smashing apart from the last two days when it turned a bit "scruffy".

Rasmine turned out 472 kits (mostly 'sizeable' big small plaice, plus 86 kits of codling) to claim the new record.

Rasmine's catch was sold by agents, Sam Chapman & Sons Ltd. This is the third time in the last 18 months that a Chapman-agented seiner has held the record.

Skipper Villy Thomsen — £15,000 grossing so near with *Rasmine.*

ON TOP AT 26

ROBERT FOSTER — at 26 Milford Haven's youngest trawler skipper — proved himself a chip off the old block last week when his command, *Picton Sea Eagle*, broke the port's grossing record by £330.

His grandfather, Skipper Bert Foster, was one of the port's best-known skippers and held some top commands when Milford Haven was in its post-war boom.

Scottish

Robert's father, Herbert, was also a skipper before coming ashore to work.

Skipper Robert Foster had been on the Scottish grounds and *Picton Sea Eagle*, with a crew of only six, made her record catch after being out for 12 days.

Included in her excellent catch of 363 kits were 170 kits of cod, 44 of haddock, 10 of turbot and 20 of plaice which sold for £9,030. This beat the previous best of £8,700 set by the side-fisher *Brenda Wilson.*

Skipper Foster was soon off to the grounds again in an attempt to beat his own record.

COMMENT

Silkin's last stand

WITH SO MANY side issues to be resolved at next week's Fisheries Council meeting in Luxembourg, any hopes of progress on the formulation of a Common Fisheries Policy look wildly optimistic.

There are strong indications that the talks might not get beyond the question of the proposed herring ban off the west coast of Scotland. Minister John Silkin is expected to stonewall on this one, knowing the disastrous results it could have for our fishermen operating off Norway and Faroe.

There is no doubt that Mr. Silkin can take his now well-known obduracy in the face of EEC opposition to the limit. He can do this in the almost certain knowledge that this will be the last time he directly represents the British fishing industry.

With the EEC going into recess until the autumn, political events in Britain are almost sure to remove Mr. Silkin from the fishing scene. The predicted autumn election will either see him out of office or involved in a promised cabinet reshuffle.

In contrast to most of his predecessors Mr. Silkin will leave the industry with his reputation enhanced. He has proved a valiant fighter but the big issues with the EEC still remain to be solved.

The problem which cannot wait is that of third country fishing arrangements in EEC waters. If these are not settled, then we can expect to see Norway reacting sharply to EEC fishing off her coast — something we just cannot afford. By fighting to keep the west coast herring issue open, Mr Silkin will, perhaps, be able to do enough to stave off this threat.

fishing news

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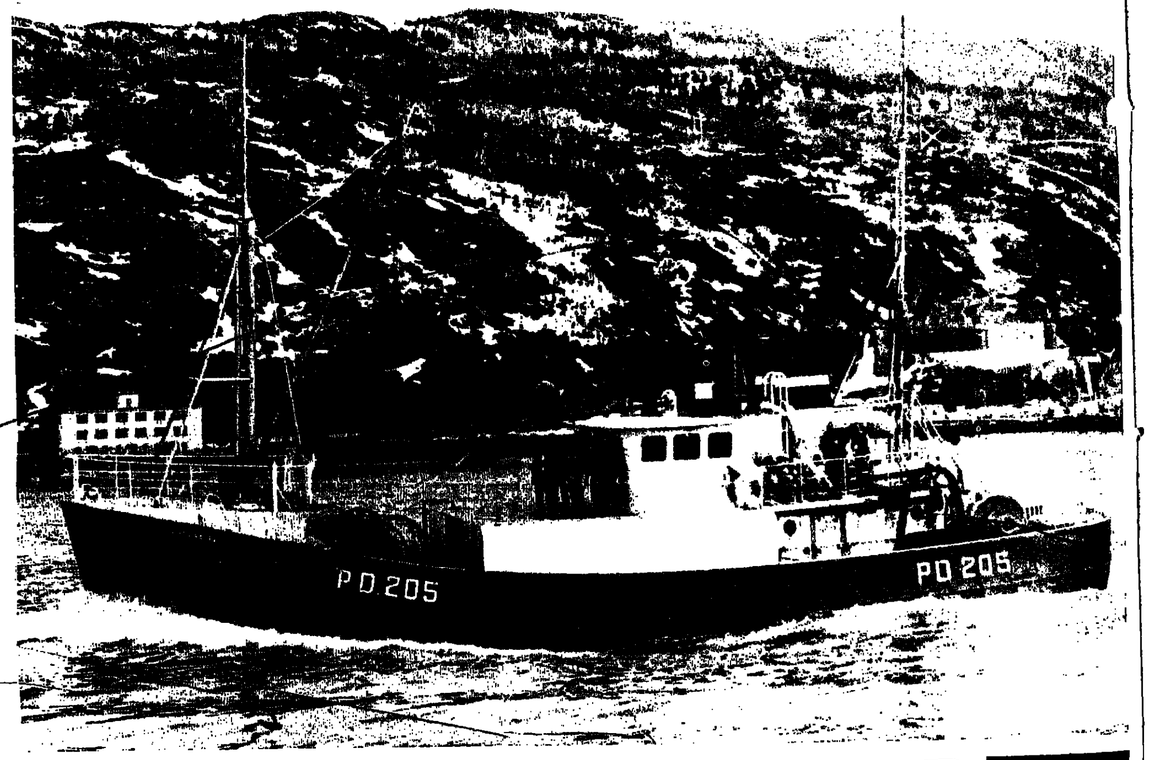


SCOTTISH SEINER HITS FISH ON THE GRAND BANKS

Juneve IV heads out to the Grand Banks from St. John's harbour.

A Scottish-Canadian partnership: *Juneve IV* and *Beothic Venture* leaving St. John's harbour.

WORKING STRANGE grounds 3,000 miles away has not dimmed the skill of one of Scotland's top seine net skippers. With the 86ft. Peterhead-registered *Juneve IV*, Skipper William Strachan is demonstrating the power of Scottish seining with some good hauls on the Grand Banks of Newfoundland in an experimental fishing operation for the Canadian Government.

Last month *Juneve IV* completed four fishing trips to the south-west edge of the Grand Banks and caught over 3,000 boxes of fish, mainly flatfish —grey sole, flounder etc.—over a total period of 20 fishing days. Single hauls of between 150 to 200 boxes were made and the best single trip for the vessel was 860 boxes for 3½ days' fishing.

Extensive

British nets used during the experiment were the "Jackson 570" and the "Keenfisher 600".

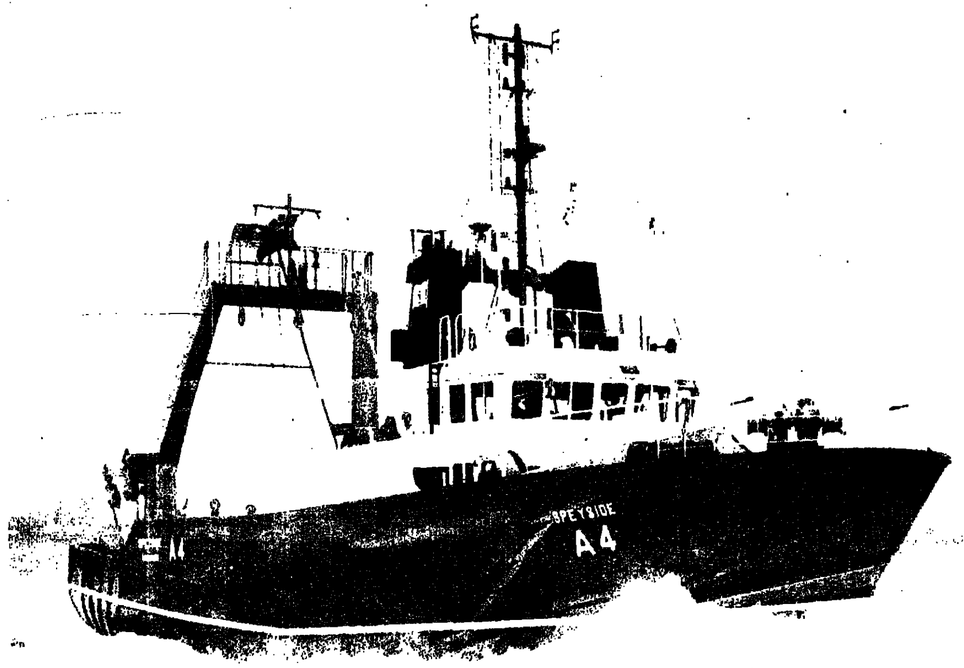
Skipper Strachan is reported to have found an extensive area of excellent seine net fishing, estimated in the region of 5,000 square miles. This ground was located in 50 to 100 fathoms of water from Latitude 45° N, Longitude 54° W, to 43° N, Longitude 50° W.

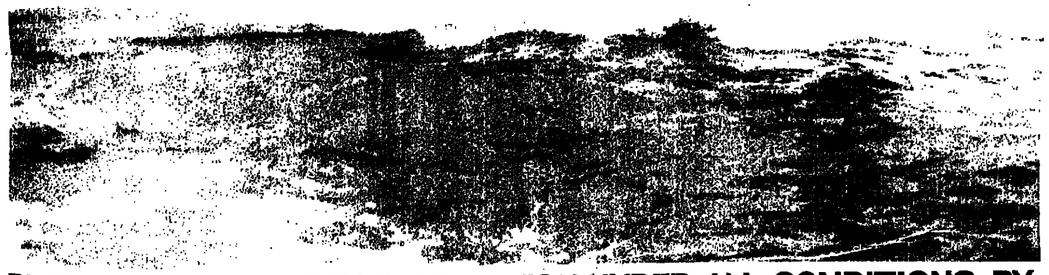
Funk Island

This month *Juneve IV*, in conjunction with the 80ft. Canadian vessel, *Beothic Venture*, will be conducting white fish pair bottom trawl experiments off the Funk Island Bank. Skipper Strachan will also be trying Scottish seine netting in this area in depths ranging from 200 to 250 fathoms, providing that suitable grounds are located.

As part of the operation, Canadian fishermen are being given 'on the job' training. Canadian officials are using the test fishing to carry out economic comparisons with the existing fleet of side and stern trawlers working in the area.

At the same time, vessel design studies are being initiated to provide information on the build-up of a middle distance fishing fleet.





MINISTER ACCUSED OF 'TRICK' CAMPAIGN

THE IRISH Fishermen's Organisation has accused the Irish Fisheries Minister of "initiating and perpetuating a campaign to mislead and trick the public on the fisheries issue."

Leader of the 8,000-strong organisation, Joey Murrin, accused the Minister of manipulating figures in an attempt to mislead and give a false impression to the fishing industry and the public.

He was referring to a statement made by Mr. Lenihan to the Irish Parliament on May 31.

In that statement the Minister, Mr. Lenihan, was replying to the final stages of a debate on Irish fisheries.

Commented Mr. Murrin: "According to official Department of Fisheries figures, the number of full-time boats in operation during 1977 had increased by 79 over 1976. The number of part-time boats for the same period increased by 176. During this period landings of white fish varieties decreased by 5,000 tonnes while landings of pelagic species increased by 7,000 tonnes.

"This consists of an 8,000 tonne increase in for fish meal and had no commercial value.

"Overall, landings rose by a mere three per cent, which, when viewed in relation to the total number of boats now fishing and the extra effort involved, amounts to a substantial decrease in the actual catch per vessel.

'Industry being depressed'

According to the IFO a small number of newer, more powerful and better equipped vessels, have increased catches but these are being used by the Minister to confuse and hide the gravity of the situation.

Joey Murrin said that the seriousness of the current situation was highlighted by the fact that Bord Iascaigh Mhara had frozen all finances for new boats.

"In view of the Minister's statements it is not at all surprising that our case in Europe is so weak," he said. "The Minister himself has recommended stabilisation the fleet and therefore a restriction on the number of boats of our present size.

"He now appears to be rowing in with EEC policy to prevent expansion of the Irish fishing industry into bigger boats and newer types of fishing presumably", said Mr. Murrin, "not to upset EEC policy of keeping 'other stocks' for the Dutch and the Danes.

"If the picture is as rosy as the Minister claims", said Mr. Murrin, "why has finance been frozen? Why is BIM operating a repossession policy? Why does the Minister talk about stabilising the fleet? Why have white fish catches dropped by 5,000 tonnes? Why has the Minister refused my invitation to a public debate on the whole question? Why is BIM spending vast sums seeking new fishing grounds? Why is there such a gap between Government policy and BIM policy?

"I challenge the Minister to come out and publicly refute the figures presented here — if he thinks he can. I know he will not accept this challenge because he will find it impossible to distort the truth before those who know the facts", said Mr. Murrin.

"We have here a situation where small quantities of fish are realising a high value thus hiding a highly dangerous scarcity of stocks," said Mr. Murrin.

"If the Minister is going to persist in dealing in fiction and deceiving the public with deliberately misleading information, he should resign or be removed."

Mr. Murrin added that he was astonished that members of the Opposition Parties demonstrated "such a lack of both energy and interest in pressing the case" and "exposing the Minister's bluff for what it is."

Engineer hurt in fire at sea

FOR THE second time in a week a Lowestoft trawler has been in trouble in the North Sea with a fire aboard.

Following the fire in Talisman's *Oulton Queen*, which was towed home in time to land on Friday's market, came the news the same day that the Colne Group's *Barbados* (Sk. Roy Barker) was in trouble with an engineroom fire off Flamborough Head.

The only casualty was the chief engineer, Bill Moxham who was badly burned, but who was later reported to be "quite comfortable" in Hull Royal Infirmary.

In tow

Several vessels stood by the stricken *Barbados*, but they were not needed. The vessel was taken in tow by another Colne vessel — *Bermuda* — which was fishing near-by. Both vessels were expected to return to Lowestoft on Saturday.

Just prior to Christmas the same firm's stern trawler *St. Patrick* had similar trouble off Dover, whilst on passage from Lowestoft to the south-western mackerel grounds, and was out of service for some weeks.

It was not known how serious the damage to *Barbados* is or how long she will be in port for repairs. The vessel only recently returned to sea after an extensive refit.

NEWLYN SPLITS FROM THE FOS

NEWLYN fishermen have pulled out of the Fisheries Organisation Society.

The split came at an annual general meeting of the Newlyn & District Fishermen's Association, when it was pointed out that the FOS had failed to adjust its policy to work within the structure of Producer Organisations.

The Association claimed that dual representation of FOS and other fishing interests by the same people will inevitably lead to a conflict of loyalties.

Following discussion at two meetings it was resolved that: "In view of the fact that FOS Governors in attendance at MAFF consultative meeting on mackerel licensing on March 15 had voted against FOS declared policy, this Association now withdraws from affiliation with FOS."

EEC's 'fishing plans' for Ireland

THE EUROPEAN Commission has proposed 'fishing plans' which might provide a real breakthrough towards agreement on a common fisheries policy.

The plans concern herring fishing off the west of Ireland and Porcupine Bank (ICES zones VIIb,c) and would start operating on an experimental basis from July 1 until the end of the year.

A big question mark hangs over the reaction of Irish fishermen. Until now they have strongly opposed the idea of fishing plans and could still decide to sabotage them.

The idea of fishing plans dates back to the informal meeting in Berlin last January — boycotted by John Silkin — when eight of the EEC's fisheries ministers agreed on a compromise whereby Ireland would drop its demand for an exclusive 50-mile limit in return for preferential quotas. These would be provided under a system of fishing plans.

The west of Ireland herring fishing plans have been drawn up after consultation between Ireland, the Netherlands and the European Commission.

The plans are claimed to give Ireland an exclusive 20-mile zone as vessels over 24 metres are not allowed to fish within this limit. This effectively rules out all Dutch vessels, but only four Irish ones.

Under the plans the Irish would be allowed to catch 10,000 tons of herring in 1978. So far this year they have caught 4,500 tons. During the remainder of the year they will be able to catch 500 tons between July 1 - August 31 and 5,000 tons from then until December 31.

On the other hand, the Dutch must catch their full quota between July 1 and October 16.

A fleet of 80 Irish vessels will be licensed to fish for herring of which only four may be over 24 metres (this includes all Irish boats of this size). In contrast only 44 Dutch vessels will be licensed and not more than 15 of these may be over 24 metres.

Both the Irish and Dutch vessels will not be allowed to fish for more than five consecutive days or to catch more than 25-tons each per voyage.

The Irish Fisheries Protection Service — consisting of about four custom-built vessels and a number of minesweepers — will have the task of making sure that the plans are adhered to.

Fisheries officials in Brussels point out that as the plans were drawn up after close consultations between the three parties and, as the area of water concerned is relatively small, this should not be too great a task.

There is the possibility that Britain may block the plans when they are discussed at the Fisheries Council in Luxembourg on June 20, according to experts in Brussels. An objection is likely because the plans are based on the principle of majority voting.

The UK has been insisting on fisheries questions being decided unanimously.

Former skipper "Tess" Johnson at work on a Kingfisher chart. A legend in his sea-going days, he died last week.

'Tess'—White Sea legend

FREDERICK "Tess" Johnson MBE, DSC, a co-founder of Kingfisher (Fishing Charts) Ltd. and one of the most skilful and respected of all Grimsby's distant water skippers, died suddenly at his Cleethorpes home on June 7. He was 69 and had been in poor health for some time.

"Tess" Johnson, who inherited the nickname from his skipper father, came from a famous family of Grimsby fishermen which has given the Humber port some of its most gifted skippers. Yet none more than "Tess".

His favourite grounds were the White Seas, where he became a living legend with his uncanny ability to string together trip after trip of superb plaice and flat-fish catches. In their day they broke many a port record.

A quiet man, "Tess" started his long association with the industry as a deckie learner in the 1930's with Consolidated Fisheries. He rapidly gained promotion to skipper and, by the time war broke out in 1939, had already been recognised as one of Grimsby's 'don' skippers.

During the hostilities he served in the Navy as a Skipper/Lieutenant on minesweepers and was awarded the DCS.

Reputation

After the war he joined Grimsby Industries, which was later to become Derwent Trawlers and, finally, the Rose Group. He built up an enormous reputation in the old steamer *Hargood* then, during the Ross Group rebuilding years of the late 50s and 60s, he took a succession of new motor trawlers.

It was whilst with the Ross companies that he forged a firm friendship with fishing expert Peter Edge and, in 1967 when ill-health forced "Tess" to abandon his seagoing career, the pair joined forces and inaugurated the Kingfisher charts.

In the early 1970s he was awarded the MBE for his services to the fishing industry. More recently he had undertaken work as a fisheries consultant.

He always put more into his work than he took out and, for this reason alone, he will be sadly missed. "Tess" was a widower who leaves three sons and two daughters.

OBITUARY

Skipper of 'Real Madrid'

Skipper Frank Gilchrist died suddenly aboard the Grimsby trawler *Real Madrid* on Sunday as his command was in Scalloway, Shetland, for repairs. He was 40.

Skipper Gilchrist was on his second middle water trip in *Real Madrid* for owners, Consolidated Fisheries Ltd.

He was a well-known middle water and North Sea fishing specialist who joined Consolidated last year.

Because of his great knowledge his services were in constant demand and, over the years, he worked with most of Grimsby's near and middle distance owners. He had a strong link with Sir Thomas Robinson & Son.

Skipper Gilchrist was married with three children.

Boxer skipper

George Douglas Greening, who died at Hull last week at the age of 91, was a former skipper with the port's old boxer fleet — the vessels which fished the North Sea and their catches were taken direct to London by carrier vessels. He went on minesweeping service in World War Two and retired 31 years ago.

Bitter end as 'Gillingham' lays up

Below: hundreds of stones of fish — mostly small dogfish and coley — being tipped into the fish meal offal trailer at Grimsby last week having found no buyers on the markets. Consolidated's Don Lister was upset that *Gillingham's* codling was not bought up by merchants.

'Too small' codling should have sold

THE GRIMSBY distant water trawler *Gillingham* — now laid-up due to the withdrawal of her north-east Arctic licence — lost over one-third of her last trip of 2,039 kits to fish meal. Merchants claimed most of the fish was too small.

It was a sorry finale, hopefully only temporary, to fishing for the 140-footer and a bitter disappointment to Skipper John J. Loades and his crew.

After the auction the 728 kits unsold were consigned to the fish meal factory at £2.50 per kit.

The breakdown was 540 kits of codling, 181 kits of haddocks, six of redfish and one of tusk which had been caught during a 25-day White Seas trip.

Gillingham grossed only £37,060, but owners Consolidated Fisheries claimed at least 500 kits of the unsold codling should have been sold, even at minimum. The merchants counter-claimed there was not sufficient labour available to handle so much small fish.

'Killing'

Director/manager, Don Lister, told *Fishing News* after the landing that he was very upset over the incident and said: "What we are doing is killing our own market.

"We have reached the stage with the merchants and processors that they now have only a certain labour force available which can only absorb a certain amount of fish.

"I know it is difficult for the processors as there is always three months of the year when we're going to have a problem of fish supplies now because, basically, we haven't the trawlers or the grounds to fish.

"But we do know in the summer months that we are going to have the fish, and although I admit the haddock were bad, 500-kit of the codling were reasonable and they should have been taken from the market.

"These days we have to catch what we can. It would be nice to catch large fish all the time, but we just cannot."

WE DID DO OUR BEST—BUYERS

***GILLINGHAM* was not the only ship hit in a run of small fish landed last week. The fish from middle and near water grounds caused all sorts of difficulties at Grimsby as many merchants and bulk buyers lost interest as soon as they saw the size on offer.**

The problems occurred mainly with landings of codlings, dogfish, chat haddocks and coley and, with well-supplied markets each day, prices slumped badly — often to minimum.

Inevitably there was the depressing sight on most days of a procession of offal trailers carting the fish away to the factory.

A spokesman for one of Grimsby's top merchanting concerns told *Fishing News*: "It is all most unfortunate and only the very worst has gone to meal.

Economic

"We have absorbed as much small fish as we possibly can lately, but there comes a time when you can no longer continue to operate a factory economically with small fish.

"Smalls are often more difficult to fillet than large fish and, with the best will in the world, we cannot afford to regularly expect the men to work much longer hours, to produce the same weight of saleable fish at the end of each day, or employ extra staff just to please trawler owners.

"What could we possibly do with extra staff during the winter when fish supplies are tight?

"Besides, it can be one hell of a problem moving small stocks when the popular sizes are medium and large.

"Nobody likes the shiping there has been this week at the merchants, but we are doing our best."

Landings again averaged over 5,000 kits daily, plus about 1,000 boxes sent overland on each market. The middle and near water trips were again a mixture of good and poor.

Consol's *Crystal Palace* (Skipper Dave Shaw) hit the high spot among the Westerly and North Sea trawling trips with £19,732 from 797 kits, including over 420 of codstuffs, after a 17-day trip.

BUT's best came from *Ross Juno* (Skipper Glen Cunningham) which picked up £18,104 from a 15-day Westerly trip of 652 kits of nicely mixed fish, but with an emphasis on cod and haddocks.

Taylor's top tripper was *Okino* (Skipper 'Snowy' McUrich) on £15,440 from 657 kits, again mostly cod, but the firm is still in the middle of a sticky patch. At the other extreme *Sando* managed just £4,421. Next worst was £7,126 by Boston Group's *Boston Kestrel* and £9,780 by BUT's *Ross Cheetah*.

Consolidated Fisheries landed two distant water trips.

Fortunate

Skipper 'Wiggy' Hardie in *Huddersfield Town*, with 2,142 kits, again mostly codstuffs plus a few reds and coley, was more fortunate than Consolidated's *Gillingham* after a 22-day Barent Sea trip. She lost 88 kits unsold and 53 of coley to the salters to end up on the week's best of £51,467.

As codling prices in particular dipped, the seiners did not have the best of weeks either. Jubiles's *Christen Bank* (Skipper Jan Olesen) came out top with a 12-day, 347-kit cod trip worth £9,346 in a very busy week for the agency.

Big field for race day in Brixham

FISHERMEN will be racing for a holiday in Spain when the annual Brixham Trawler Race gets underway on Saturday, June 24. A sun-soaked break in Torremolinos — by courtesy of Pontin's Holiday Camps — is included in a host of prizes which will attract a big entry of fishing boats to the start line.

French boats will be adding an international flavour to the race which starts from Brixham at 10.00 a.m. A Royal Navy fisheries protection vessel will be in attendance while the boats race twice round a seven-mile course off Torbay.

A new name on the prize list this year is Scania engines and another engine firm, Baudouin, will be presenting three television sets. Last year Baudouin powered the winning boats in all three classes.

The 1977 race provided a record entry of 72 vessels with the Brixham trawlers *Boy Jamie* and *J.B.* dominating the two main classes.

Some hot competition is expected this year in the crabber section for the *Fishing News Trophy*. Brixham skipper Terry Ekers in *Sea Spray* will be bidding for a hat-trick of wins in this class.

Following the race a reception is being staged at Paignton by the Mayor of Torbay. Prizes will be presented on the old fish market at Brixham.

A warm welcome is promised for visiting boats and there is still time to enter for the race. **See form page 2.**

BLUE WHITING DOUBLE QUICK

THE HULL freezer trawler *St. Benedict* is believed to have set a new national record by catching over 800 tonnes of blue whiting in 15 days during a 20-day trip.

While other vessels may have had catches in excess of 800 tonnes, never has a British freezer made them in so short a time.

The Hamling-owned *St. Benedict*, commanded by Skipper Trevor Doyle, had been mackerel fishing off the south-west coast out of Milford Haven for seven months before going direct from Milford to the blue whiting grounds off Faroe.

The ship, using a Cosalt 1600 mid-water trawl, made about 30 hauls most of which were of about 1,000 baskets apiece. The weather was good and the huge catch by *St. Benedict* was landed at Ymuiden, Holland, for sale under contract.

The vessel has now returned to Hull for survey and preparations for the next mackerel season.

Hamling's *St. Jason*, which had also been on the blue whiting at the same time, has had a turn-out of about 600 tonnes at Hull.

RELIEF AT PLAICE PORT

FEARS of a halt to North Sea plaice fishing later this year with its serious effect on Lowestoft have been averted following the meeting in London on Monday of Lowestoft trawler owners and Minister John Silkin.

Lowestoft supplies about 67 per cent of the total U.K. plaice catch and there has been anxiety about the effect of EEC quotas running out towards the end of the year.

"There is no likelihood of a clampdown of plaice fishing from Lowestoft this year," said Aubrey Moore, President of the Lowestoft Vessel Owners' Association on Tuesday.

"That is the important thing for us because we did think Lowestoft might well have reached its quota by about September and have to stop fishing but this will not now happen," he added.

Lowestoft was able to produce strong evidence at Monday's meeting of the port's determination to adopt a responsible attitude towards conservation methods. The U.K. fishing industry has voluntarily adopted a new minimum size for plaice landed, up from 9.8 in. to 11.4 in., and has also increased the size of net mesh used from 75mm to 80mm.

DUMPED CRABS PROBE

THE mystery dumping of 300 full-size crabs on a rubbish tip at Torquay is being investigated by Ministry and RSPCA officials.

The crabs — most of them still alive — were discovered by council workmen last week.

RSPCA Inspector Tony Eden was called in and as they waited his arrival workmen tried to sort out the live from the dead and put them into buckets of water.

Inspector Eden managed to cram 70 crabs in his van which carried a tank. He took them to his clinic and sprayed off dirt and filth.

After immersing them in fresh sea-water for an hour ten died. The remaining 60 were put back in the sea near Torquay.

Destroyed

Mr. Eden said: "The rest of the crabs, which I believe were edible, had to be destroyed at the tip.

"I would have liked to have taken them all, but there just wasn't room in the van and there wasn't time for a return trip."

One workman said that crabs had been dumped at the Barton Tip before. "We were all angry when we found many of the crabs alive," he said.

The incident has been reported to RSPCA headquarters in London. Officials from the Ministry of Agriculture, Fisheries and Food in Plymouth are also inquiring into the dumping.

It is understood that Torquay Council, which runs the tip, has identified the lorry which took the crabs there.

Lost vessels

A TOTAL of 36 fishing vessels were lost in 1976, two of them — *Wyre Victory* and *Ben Gulvain* — being deep sea trawlers.

Deaths in that year among crews of deep sea trawlers numbered 15 and of other fishing vessels deaths numbered 20, with over half of them resulting from casualties to vessels.

Details were issued in the report *Casualties to Vessels and Accidents to Men*, obtainable from HMSO, price £1.75.

Another seiner for Grimsby

GRIMSBY skipper-owner Leonard Gollings has bought the Esbjerg wooden fishing vessel *Rex* (E 297). The 40-ton vessel has been renamed *Angol* and re-registered at Grimsby as GY 381.

Skipper Gollings, who recently sold the Grimsby anchor-seiner *Danbrit*, has wasted no time in replacing his old command.

For the past two years *Angol*, and *Rex*, was rigged and worked as a trawler from Esbjerg. However the vessel has now been converted for seining and Skipper Gollings is fishing his new command across to Grimsby on her 'maiden.'

Drums

Angol has a twin-cylinder 160 horse power Hundested main engine and is well equipped, both in the wheelhouse and on deck where a Ramme two-drum seine rope storage unit has just been installed.

Angol will operate under the management of Danbrit (Fish Salesmen) Ltd. She follows *Argus* (now renamed *Helga Maria*) into the Danbrit agency from Esbjerg this year.

The Grimsby firm now operates 16 anchor-seiners and ten pair trawlers.

Billingsgate

WHERE HAVE all the grilse gone? Certainly not to Billingsgate! This year the season seems to be as late as anyone can remember.

The first grilse, young salmon that have developed sexually a year earlier than their fellows, normally enter the river at their birth about the end of May and, by the middle of June, the arrivals are nearing their peak — but not so this year. They have been few and far between and only a good flush of sea trout have enable the salmon merchants to provide their *customers with any small fish.*

It has been the grilse that over the last few years have made up for the declining tonnage of sizeable salmon. In each year that has passed, the numbers of large spring *salmon have grown less and there seems* good reason to believe that as far as these fish are concerned the arrival at Billingsgate is related to the actual catch; no one is hoping fish away in cold store and the London price is as good as any in the early part of the year.

The last few years have been good grilse years and heavy arrivals in June and July have meant that the total weight for the season have not been down by that much. Buyers have had to vary their demands to match this change of size; available fish and smokers, who twenty years ago would have looked at anything under 16 lbs, have been forced to lower their sights if they are to get the quantity of fish they need to store for their winter trade.

No doubt their buyers such as Michael Concle, who represents the Salmon Merchants' Association, will be worried this year with the grilse so reluctant to appear.

What few have arrived are commanding high prices. On Thursday last week, grilse was between £1.40 and £2.00 a pound, reaching into the price range of the best salmon which was from £1.70 to £2.35 a pound.

The range of prices, of course, depends on the size and condition. Generally the larger the fish the higher the price provided the fish has been well looked after and has no *blemishes, no bruises, no seal bites* or gaff marks to mar the essential beauty.

It is here that the majority of anglers' fish falls down. Many are damaged during the battle in which they were captured. *Few are properly iced and all show the signs of being up-river* fish.

The shortage of grilse has had the effect of keeping up the price of sea trout or salmon if you prefer that terminology, with many retailers wanting small fish for cutting, taking good sea trout as a substitute.

It seems a pity that the salmon farmers are apparently not flexible enough in their organisation to take advantage of this situation, for in these last few weeks there have been virtually no farmed fish on the market.

Robert Ogg

Seining and pair trawling

"I OWN a 60 ft. trawler powered by a 170 hp Gardner engine and I was pair trawling for three days with another boat of *similar size and power.*

"We fished in 40 fathoms with a Boris combined *seine/trawl designed for use* (with doors) by a boat with a 365 hp engine and we found that we could tow it without difficulty.

"Two four-hour tows produced 32 eight stone boxes of cod, pollack and whiting.

"Finding this method of fishing effective we have consequently been thinking that if a proper pair trawl is worked, specially designed for use by our two boats — we might achieve even better results.

"We would like to make a close study of the types of pair trawl we could use and how they are worked, and wondered if you would let us know of any publications available which would enable us to do so."

■ Your luck's in! Until recently the only publications about pair trawling likely to be of practical value to anyone like yourself have been leaflets like Alan Glanville's: *The Larsen Trawl*, published by the Fisheries Division of FAO and others. Now you can buy a book in which many different types of pair trawl are depicted and described in detail, descriptions being accompanied by explanations of how they are worked.

The book is called *Pair Trawling and Pair Seining*. It has been written by David Thomson, author of that magnificent book *The Seine Net*, and published by Fishing News (Books) Ltd.

It is specifically designed for anyone who wants to make a close study of pair trawls and how they are made and worked in various fisheries, or anyone who contemplates engaging in pair seining.

Among others it contains chapters on pair trawling for cod, mid-water pair trawling, ring net fishing, Canadian pair seining (in which much of the information is contributed by the author's father Skipper Jimmy Thomson) and two-boat purse seining.

These chapters, like the rest, are well illustrated with both photographs and line drawings to make the text easily comprehensible.

The chapter on pair trawling for cod describes how vessels of the size and power of yours are used for pairing.

Sections deal with the vessels themselves, the white fish and herring trawls they use and how they are worked, and tells how such trawls have been developed by Grimsby and Scottish fishermen.

Because the book is so lavishly illustrated and well produced, it costs £12. This may seem a lot but there are two reasons which justify such expenditure. In the first place you will gain more than £12 worth of knowledge which you can put into practice.

In the second, you will be making an indirect contribution to RNLI funds by buying it, for the author is donating all royalties from sales of the book to the Institution.

It is obtainable from: Fishing News (Books) Ltd., 1 Long Garden Walk, Farnham, Surrey.

John Burgess' Log

Leadline markings

"HOW do you mark a leadline to check the accuracy of an echo sounder which indicates depths only in metres?"

■ Leadlines used by the Admiralty Hydrographic Department to calibrate echo sounders are marked as follows: at one and two *metres, one strip of leather*; two and 12, two strips of leather; three and 13, blue *bunting; four and 14, green* and white bunting; five and 15, white bunting; six and 16, *green bunting; seven and 17* red bunting; eight and 18, blue and white bunting; nine *and 19, red and white bun*ting; and at ten metres, a piece of leather with a hole in it.

Fishing lights

"WHILE the engine and stern gear were being installed in a 36 ft. glass fibre hull I bought recently, I started looking around for various items of equipment which I thought I might be able to get secondhand.

"I bought some rope, blocks and four drift nets from a chap who also offered to sell me some old but serviceable navigation and fishing lights. However, I did not buy the lights because I had read *somewhere* about new regulations being introduced concerning lights *and shapes to be exhibited* by fishing vessels.

"When I have fitted out the boat, I *intend to use her for* trawling in summer, longlining and drift netting in winter. Can you tell me, or tell me where I can find out, what navigation and fishing lights I shall have to exhibit under current regulations, whether those I have been offered are likely to meet requirements or, if not, where I can get lights that will?"

■ By way of navigation lights, you will need a masthead, sidelights and a stern light, and you will need all round red, green and white lights for use when fishing at night.

Perusal of Rule 26 of the Collision Regulations will tell you where and when these lights are to be exhibited and perusal of Annexes I and II to the Regulations will tell you precisely what *specifications* each light should have.

It is most unlikely that the lights which you have been offered would meet these specifications and comply with those required for lights to be used in craft built after July 15, 1977. They might be suitable for use in a boat built before then but only until July 15, 1981.

If they *do not* comply with current requirements, it would be most unwise to buy and fit them. They might invalidate your insurance cover and, should you want to sell the boat, they would reduce its value as the purchaser would have to fit new lights and perhaps wiring.

It would be prudent on the other hand to invest in lights which meet requirements fully as they will enhance the value of the boat by two or three hundred pounds in the event of your wanting to sell.

All units in a range of Aqua Signal lights meet current requirements. They are distributed by Simpsen Lawrence Ltd., Edmiston Drive, Glasgow; Channel Marine Ltd., Harbour Parade, Ramsgate; and Peter Smailes Ltd., Burnham-on-Sea, Somerset.

Track plotter

"I HAVE been told that some time ago you described an inexpensive plotter designed for use in boats equipped with a Decca Navigator but not a Decca Track Plotter.

"I am interested in acquiring one and would be grateful if you would give me details of it.

■ The plotter to which you refer is made of wood and measures about 12 x 12 x 2 in. It has a 10 x 9 *in. perspex* door or face fitted with hinges, and rollers top and bottom *for winding* standard size plotting paper up and down.

It is a manually operated track plotter which has proved to be most useful in boats *about* 40 ft. long working out of Tarbert, Rothesay and Campbeltown.

Skippers make their own markings on the paper with different coloured pencils and can, if their plots contain intelligence likely to be seen by prying eyes when in port, remove their plotters and take them home.

A.T.D. Sinclair, Four Winds, Tarbert, Argyll, their designer and manufacturer, would send you particulars and price of the current model.

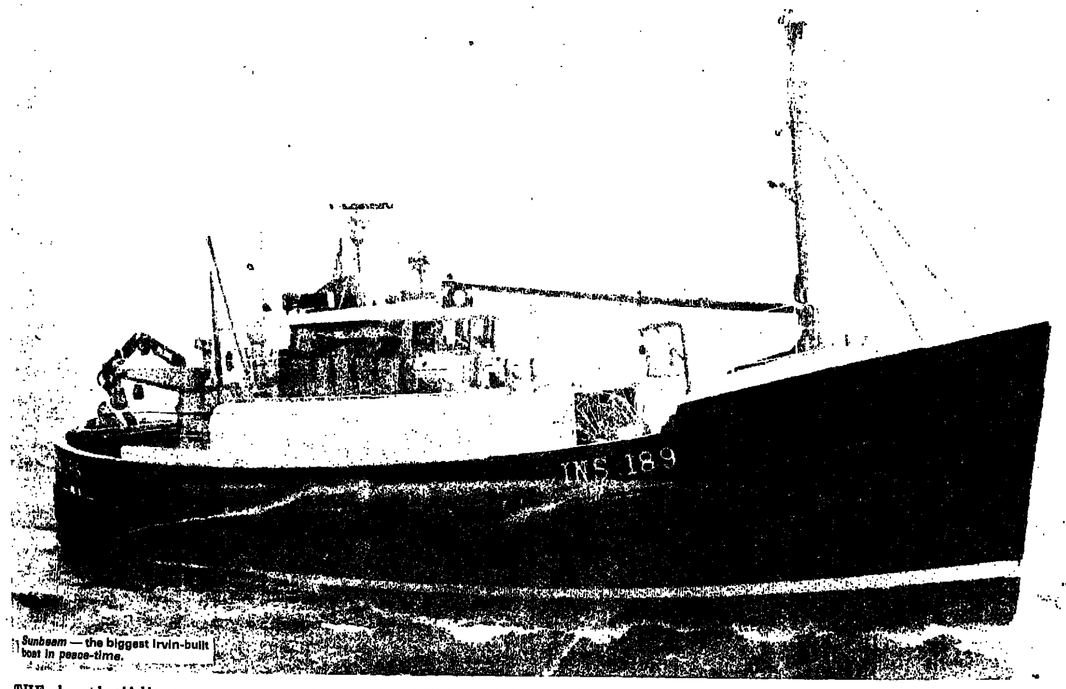
Gear for potting

"I SHOULD be grateful for names and addresses of firms which supply rubber *bands for lobster* claws and metal creepers for recovering lost gear."

■ Rubber bands are obtainable from H. A. Coombs Ltd., Calne, Wiltshire. *creepers* from MCU Engineering, Fiddlers Green, Coles Lane, Milborne St. Andrew, Dorset.

ANY QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.



Sunbeam — the biggest Irvin-built boat in peace-time.

'SUNBEAM' —Irvin's big one

THE boatbuilding yard of Richard Irvin and Sons at Peterhead has an excellent reputation for building the larger class of wooden-hulled, cruiser-sterned fishing vessels.

The latest in the line is the 85 ft. *Sunbeam* — the largest boat built by the yard in peace time.

Founded in 1914, the yard built a couple of steam-drifters and then concentrated on repair work until 1937 when it delivered a 65 ft. cruiser-sterned motor boat. She was *Valkyrie II* for owners in Rosehearty.

During World War II Irvin contributed 27 boats to the defence fleet but, since that time, has built in the region of 70 cruiser-sterned vessels. The majority have been more than 70 ft. long.

Modifications in the design have been introduced in keeping with changes in fishing methods, the earlier boats now being rather lean looking vessels in the 152 hp range built chiefly for herring drift net fishing. They are quite a strong contrast to the lofty full-lined and powerful seiner-trawlers leaving the yard during more recent years.

When the yard completed the 80 ft. *Radiant Way* in 1976 for Skipper William Stephen of Inverallochy, it was thought that the firm may be pulling out of boat-building. As events turned out it remained in the fishing boat market and has just delivered the 85 ft. *seiner-trawler Sunbeam* to Skipper William Smith of Lossiemouth and his partners.

Shipyard manager, Hugh Livingstone, told *Fishing News* that the firm is now in a position to continue building wooden vessels, but it plans to fit out steel hulls built elsewhere.

He said that there is a greater move towards steel vessels owing to the demand for refrigerated seawater tanks, so the firm proposes to have a wooden vessel under *construction and fit out a* steel hull at the same time.

Mr. Livingstone said that *the firm can offer a range of* vessel designs and has already tendered for several wooden boats from 54 ft. to 86 ft.

The firm is also looking at the possibility of becoming more self-contained. At present engineering installations and metal fabrication work, etc., is handled by sub-contractors. Repair work will continue as before.

It was in 1973 that Skipper Smith took delivery of the first 74 ft. *Sunbeam* and he has done exceptionally well with her seine net fishing. This boat has now been renamed *Caronia* and will continue to fish from Peterhead.

Design

The new *Sunbeam* will start off seine netting. There is a strong possibility, *however, that she may* try pair trawling for white fish during the summer in partnership with the 85 ft. steel vessel *Kestrel*. This boat has just been built by the Campbeltown Shipyard for Skipper Ian Sutherland of Hopeman.

Both vessels work through the agency of Grampian Sea Fishing Ltd., which was formed last year and the firm is now acting for about 11 boats.

Sunbeam, with an overall *length of 85 ft. and stout* beam of 24 ft., is capable of seine netting, plus single and two-boat trawling.

Her lines are based on those of other vessels designed by the yard in recent years and stability calculations have been handled by the Napier Co. (Arbroath).

She has a registered length of 79.8 ft.; depth to underside of keel, 12.6 ft.; and draft aft, 11.5 ft. Tonnage under Scottish Part IV registry is 87.43.

Built to the latest requirements of the Department of Trade and the White Fish Authority, she is of traditional Scottish layout with the deckhouse aft. Below deck she is sub-divided from forward *into forepeak*, fishroom, engineroom and cabin.

Hull construction is of oak and larch planking on an oak framework, but with deck beams and stringers, engine bearers and the three main bulkheads of steel.

Propulsion is provided by a Mirrlees Blackstone type ESL6MGR air-starting engine which develops 600 bhp at 750 rpm. It drives a Brunton's four-bladed, fixed-pitch propeller through a Mirrlees Blackstone NM8 gearbox of 3.3:1 reduction ratio.

Dual-station Blockcube controls for the main engine are fitted in the wheelhouse and the engine has a Brown Boveri turbo-charger.

A Desmi 3 in. bilge and *general service pump, and a* 24 V Transmotor ACG500 generator, are belt-driven from the flywheel of the main engine.

Arrange

Belt drives are arranged off the extension shaft at the fore end of the main engine for a 24V Transmotor ACG500X generator, the steering gear pump and the hydraulic braking pump for the seine rope reels. A standby Wilson air compressor can also be belt-driven from this extension shaft.

The standby hydraulic powerpack for the gear handling machinery is driven off the fore end of the extension *shaft through a Sutherland* step-up gearbox. A Dowty variable delivery hydraulic pump drives the winch, while a Vickers double pump unit provides power for the rope reels and power block.

Henry Fleetwood and Sons of Lossiemouth supplied the auxiliary set based on a Gardner 6LX electric-starting engine of 127 hp at 1,500 rpm.

Direct drive is arranged from the forward end of the engine, through a Twin Disc clutch, *for the main Dowty* hydraulic winch pump.

The main Vickers double pump unit for the rope reels and power block, and a Wilson air compressor, are belt-driven from the fore end of the engine.

A Transmotor 24V *ACG220 generator is powered* by direct drive off the after end of the Gardner engine, and a Gilbert Gilkes and Gordon Series M bilge and general service pump is belt-driven from the shaft between engine and generator.

Belt drive can also be arranged from the after end of the engine to power a standby lube oil pump for the main engine gearbox.

Some 3,000 gallons of fuel oil and 600 gallons of fresh water are carried in *engineroom tanks and there* are also tanks for lube and hydraulic oil.

The boat has 24V electrics throughout and the deadfront-type switchboards in the engineroom and wheelhouse are of Merlin

Continued page 14

Below: *Sunbeam* may team-up with *Kestrel* to go pair trawling. She is fitted with a Sutherland seine-trawl winch and Lossie reels and power block.

SUNBEAM

Continued from p.13

Gerin manufacture. Heavy-duty Exide lead acid batteries are carried.

On deck a D. F. Sutherland combined seine and trawl winch is located forward, its trawl drums lying in a fore-aft position aft of the seine barrels.

The Lossie Hydraulics rope storage reels, each having capacity for 17 coils of 3¼ in. seine rope, are fitted aft of the winch and are fully controlled from the wheelhouse. A Lossie Hydraulics 24 in. power block is hung on an Atlas crane aft of the deckhouse.

Gallows

Either of the hydraulic powerpacks in the engineroom can drive the deck units at full power, although normally the one driven from the auxiliary engine will be used as the primary power source. Cantilever-type trawl gallows are built into the after end of the deckhouse and carry towing blocks for single and two boat trawling.

Seine rope stern rollers on *Sunbeam* are from Shortway Rope Guides. Made by a Peterhead firm, these robust units introduced last year are designed to have an exceptionally long life and to be safe and easy to use.

A hand-operated anchor windlass from the Hull firm of Gemmell and Frow Ltd., and a Beccles standby rope coiler, are located right forward, below the whalebacks.

An anchor davit is arranged on the starboard side, at the after end of the whaleback, and Chalmit rubber-cased floodlights are housed on the superstructure.

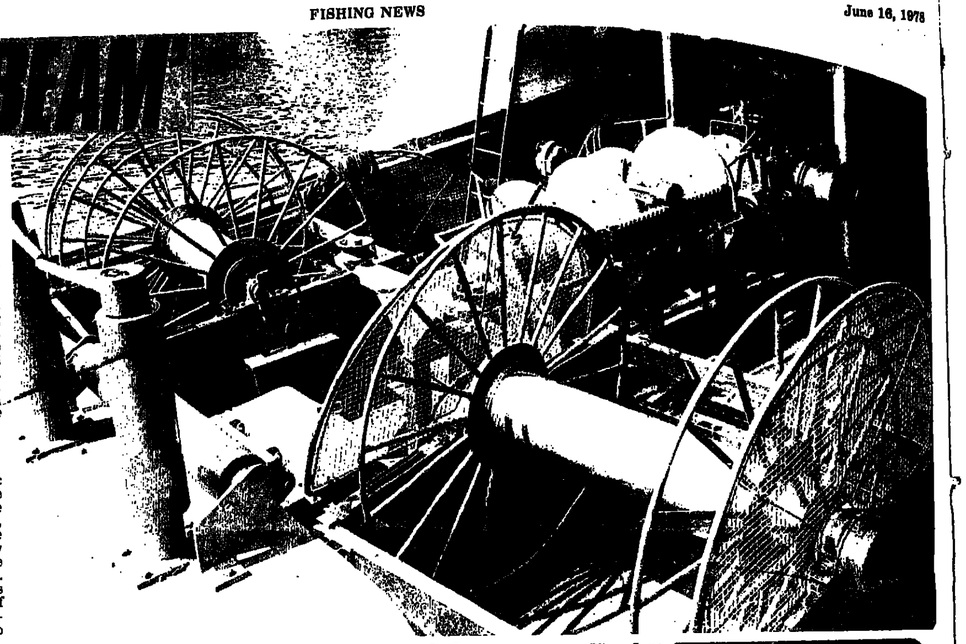
Apart from the deckshelter and the hatch covers, which are of aluminium fabrication, all the superstructure is of steel.

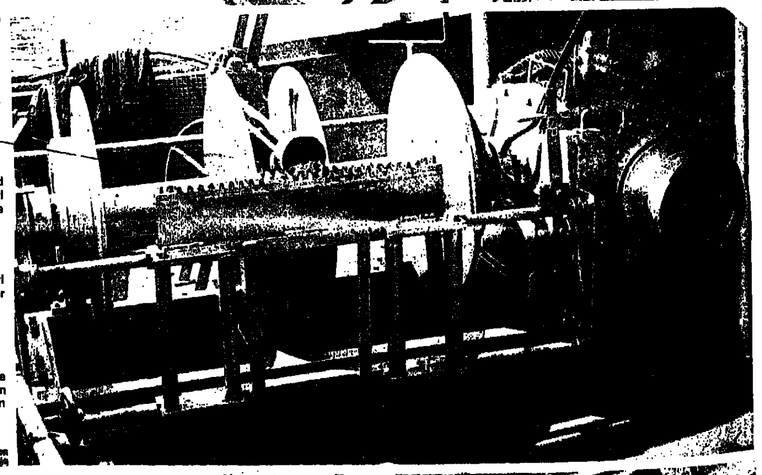
The fishroom is arranged for carrying fish in boxes and on shelves; it is served by two hatches and insulated on the bulkheads, being fitted with steel stanchions and aluminium pond boards.

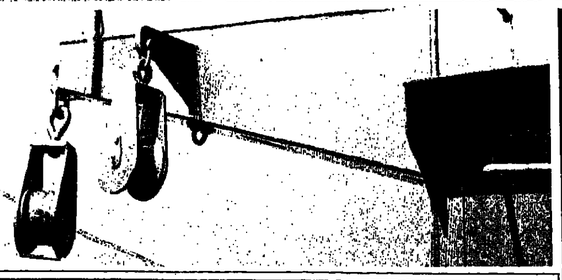
All the metal fabrication work, and the engineering and electrical installations, aboard the boat were handled by the Peterhead Engineering Co. Ltd.

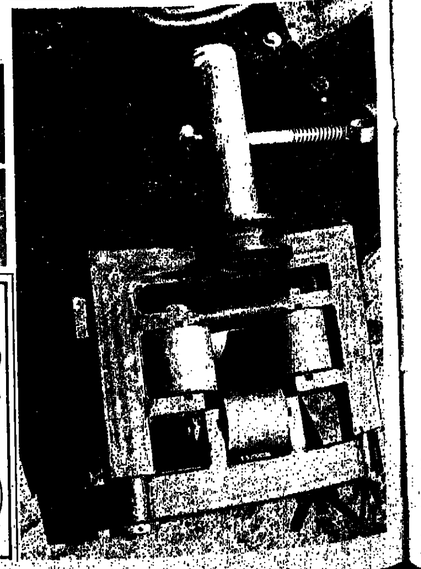
Founded in 1974 under director, Bill Adam, this firm initially catered chiefly for offshore oil activities but is now seriously involved in the fishing industry. A special fishing division has been set up at Seagate, Peterhead. Another Peterhead firm, T. S. Buchan, carried out the plumbing and hydraulic installation.

Turn to page 16









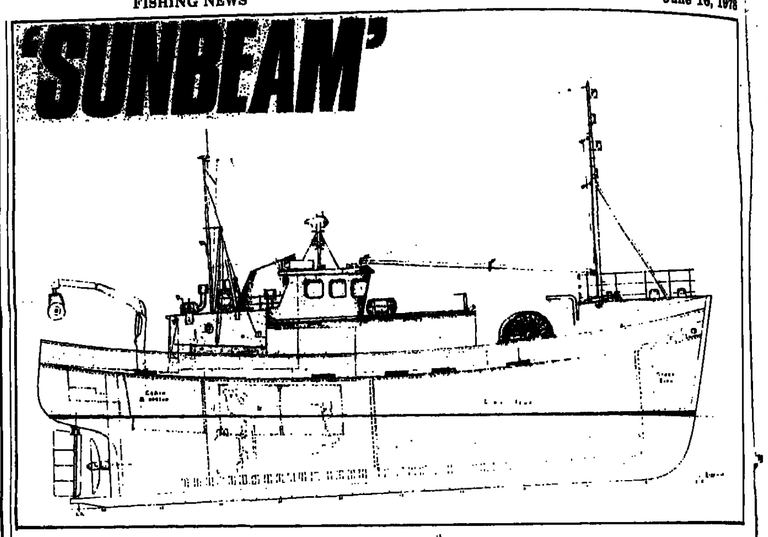
Above: Lossie Hydraulics seine rope storage reels and Sutherland seine and trawl winch.

Right: the Sutherland seine and trawl winch has the trawl drums positioned aft of the seine barrels.

Below: cantilever-type trawl gallows are built into the after end of the deckhouse.

Below right: one of the Shortway Rope Guides stern rollers which will be used when seine net fishing.

'SUNBEAM'



Above: *Sunbeam* in profile. The wooden-hulled 86-footer is working through the Grampian Sea Fishing Ltd. agency. Right: the men who have got to make her pay — *Sunbeam's* crew.

From page 14

Woodsons of Aberdeen supplied the majority of *Sunbeam's* electronic instruments in the wheelhouse, including Elac LAZ72 echo sounder with LAZ62 Fishfinder, Robertson AP-7 automatic pilot, Woodsons intercom system, Oki ONX-7 radar, Mermaid 23 watchkeeping receiver, Ben Amphitrite log; and 'Sailor' T126 R105 ssb radio telephone, R105 receiver and RT144B radio VHF telephone.

The Japanese firm of Oki Electric Industry Ltd. manufactured the radar which is the second of its type to be installed aboard a boat in the north-east of Scotland.

Decca equipment includes 110 radar, two Mk.21 Navigators and 350T Track Plotter with dual receiver-plotter switch.

Fittings

Other wheelhouse fittings include Morse engine and winch controls, Bostrom Viking 300K helmsman's chair, Wynstruments blade-type window wiper, and the alarm panel for the Tecsid Electronics fire detection and bilge level warning systems. Tenfjord 115 FSG steering gear is coupled to the autopilot.

A plug-in type Francis searchlight is carried and Exide heavy-duty emergency *batteries are carried inside* the funnel.

The deckhouse comprises separate galley and messroom, with galley fittings including a Kempsafe oil-fired cooker which also supplies hot water for domestic use and central heating. There is a serving hatch into the messroom which is located below the wheelhouse.

Both the toilet and wash basin are also arranged in the deckhouse, and a Godwin J2 fresh water pressure set is fitted in the engineroom.

All the accommodation is fitted to a high standard and extensive use has been made of DoT approved materials. Bunks for eight are arranged in the crew's cabin below deck aft.

With another EEC fisheries meeting due next week DAVID AITCHISON, chief executive of the Scottish Fishermen's Federation, explains why fishermen must continue to . . .

MAKE IT HOT FOR THE MEN IN BRUSSELS

David Aitchison — '50-miles not a parrot cry'

WHEN reviewing events in Europe over the past year or so it has been the meetings of the Council of Ministers which have attracted most attention. This is why the British fishing industry has mounted such an unremitting lobby on these occasions.

The Scottish Fishermen's Federation carried the inshore banner at these meetings alone until our inshore colleagues from the south rallied to the cause through their new organisation, the National Federation of Fishermen's Organisations.

I am often asked whether the lobbying is worthwhile and can only reply that we cannot affort *not* to be represented at this and every other level within the Community.

If the industry is not to be permanently represented in Brussels, then the next best thing is to explore every avenue available and attend each and every meeting at all levels.

It is difficult to quantify gains and losses. If, however, we consider quotas alone, estimating the value of each thousand tonnes of "noble" fish species at say £400,000, it can be seen that the stakes are high.

March

It would be regrettable if ministers were to imagine that they had little support from the industry. In fact the SFF was represented at 11 meetings of the Council of Ministers during 1977, one outstanding occasion being the march of over 100 Scots to the Berlaymont Building in support of a 50-mile limit.

Ministers of all nations were left in no doubt about the depth of Scottish concern and the national will to take a firm stand.

The Expenditure Committee, in its fifth report, states: "We . . . believe that HMG have been fully justified in defending those interests (i.e. the British fishing industry) with some obdurancy, and we are glad they have done so".

Ministers have had to do a great deal of stone-walling over the past 18 months and it would be untruthful to say that one has never been afraid in case they dropped their guard.

Nevertheless they stood fast and, although the Commission's quota proposals are still unsatisfactory and the gains made in conservation have been less than the situation requires, the industry can and will stick it out with them just as long as it takes to reach a satisfactory settlement of the Common Fisheries Policy.

During 1977 we also lobbied the European Parliament on two occasions. This Parliament has as yet only an advisory function. Nevertheless the Commissioners attend and Mr. Gundelach answers in the fisheries debates.

It would be careless to assume that, because this Parliament has as yet only an advisory role, it does not have influence which will increase.

The chairman of the European Parliament's Fisheries Committee is Mark Hughes, MP for Durham, while John Corrie, MP for North Ayrshire and Bute, is rapporteur.

The chairmen and rapporteurs of committees are obliged to put forward the views of their committees and, while it is important that we should have strong representation on any fisheries committee, it seems unfortunate that any British member of the European Parliament holds office on such a committee when so much of a contentious nature has still to be settled.

It was, moreover, quite unhelpful to hear our demand for a 50-mile limit of exclusive control described in the European Parliament by Mr. Hughes as a "Parrot cry." Nobody thinks that a 50-mile limit in itself would cure all our problems, but it is an essential plank for survival, and it was unnecessary to dismiss our considered demands so lightly.

The industry is represented in Europe on the Advisory Committees and all their working groups. It would be easy to dismiss these committees as talking shops and no more. However, they do have influence on structure, marketing policy, harmonisation, training, etc., and may eventually exert much more influence when, for example, the Marine Resources working group is actuated.

The recommendations of these committees go forward to the commission and, while there is a positive side to their debates, it is equally important that nothing should be advanced or go unchallenged which would have adverse effects on the British industry. We *must* be represented.

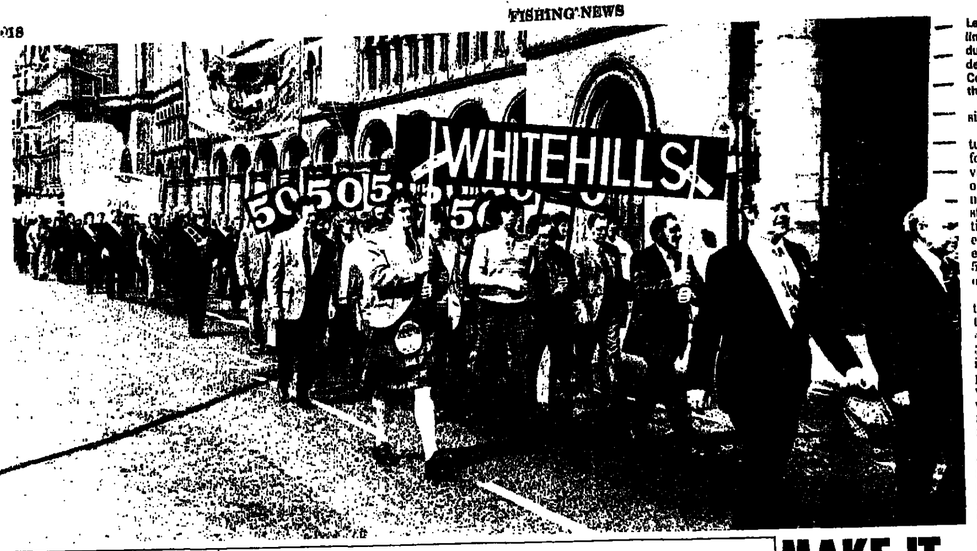
Helpful

Finally the staffs of the commission. We have found them helpful, whether it be to discuss and press for FEOGA assistance for building fishing vessels or the finance available for training or retraining fishermen.

These then are the main avenues open to us within the community structure. There are friends to be won and plenty of people to be influenced — and it would be folly to neglect any of the opportunities.

Though the Expenditure Committee states: "The Scottish inshore sector is well represented by the SFF, we

Continued on page 18.



Left: hard support for a 50-mile limit. The Scottish fishing industry took to the streets to demonstrate its feeling when Commissioner Gundelach from the EEC visited ports.

MAKE IT HOT...

From page 17.

cannot lie back and say 'Good — the job's done' ".

Pressure must be maintained at home through ministers, individual member of parliament, the All-Party Fisheries Committee, leaders of the political parties, members of the European Parliament and regional councils.

It is remarkable how much support has already been generated for the fishing industry. Nevertheless, in recent weeks, one could not help becoming rather worried that a less satisfactory settlement might be in the offing.

As the SFF's president, Gilbert Buchan, stated recently before the All-Party Committee of the House of Commons, it was difficult to reconcile the different voices being heard even from members of the House where we felt we had general support.

On the one hand, the Minister of Fisheries and the Secretary of State for Scotland spoke of 0-12 miles exclusive limit, phasing out of historic rights within this, and dominant preference between 12-50 miles together with adequate opportunities beyond that. Mrs. Thatcher, Leader of the Opposition, in December gave her support to the call for 50-miles as a negotiating objective, which seemed to imply a similar view to that of Government ministers, but Hugh Brown, Under-Secretary of State for Scotland, referred to the demand for 50-miles exclusive control as a "gimmick".

Fishing plans

Mr. Hughes and Mr. Corrie, at the European Parliament, put forward the line adopted by their fisheries committee. A group chaired by Mr. Prescott, MP for Hull East and a member of the European Parliament, launched a working document entitled "Fishing into the 80s" which favoured the concept of fishing plans and referred to great haste being required to complete the document before the anticipated imminent agreement of the Common Fisheries Policy.

So here we have a variety of people, all wishing the best for the industry, but not all singing the same harmony.

Fortunately, at this juncture, the industry's demands for a 50-mile limit was clearly vindicated by the fifth report of the Expenditure Committee of the House which states that HMG should continue to seek agreement that each EEC member state has exclusive fishing access to a 50-miles wide zone from its own coast.

This committee, in addition to visiting many ports in the UK and abroad, studied 437 memoranda, interviewed 317 witnesses, and produced in their final report a comprehensive and valuable survey of the industry, together with carefully-weighed recommendations for the future.

No doubt the report will be carefully studied by the Commission and our EEC partners and will make its own useful impact both on them and on UK thinking.

Before the recent meeting of the industry with the All-Party Committee, I was apprehensive at the apparent reluctance of some influential voices to back the line of the industry.

Stocks low

One must, however, face the situation that the future is fraught with dangerous possibilities. The North Sea herring stock is still very low. The west coast herring stock is now in grave danger. Haddock stocks in the North Sea are also in poor shape.

These are problems which will not simply go away. Further conservation measures are needed now.

First should be the extension of the pout box to 61°North 4°West and 2°East. Even at present, with a box only about 25 per cent effective because of its reduced size, considerable improvement (particularly in whiting stocks) has been observed since its introduction. It should also be noted that the commission itself originally proposed a larger box than the present, but then backed off in face of the opposition of other member states.

The second is the prohibition on the carrying of nets of different type, i.e. nets used for industrial fishing at the same time as nets for human consumption species.

The inconvenience which such a regulation would cause is recognised, but it is essential that the measure be introduced immediately. regulations are not to be disregarded and further damage to human consumption stocks is to be avoided.

These two measures alone could make a tremendous difference to fish stocks around the British Isles and under the Hague Agreement can be introduced by the United Kingdom within UK waters since they are non-discriminatory.

The quotas and such conservation measures proposed so far by the Commission would, at best, give no prospect for improvement of stocks.

We *must* have spills to ensure that stocks do not flow and we must also ensure for the UK the lion's share of the resultant growth within the UK 'pond'. As indeed Mr. Silkin has said. We must be greatly concerned with the rapidly changing structure of our own British fleet, particularly the deep-water component, that the inshore sector would be fine if there were plentiful. But this situation cannot be allowed to develop to the point where quotas per man or vessel become uneconomic.

Smaller vessels whose range of operation is limited, and operators of a single vessel, would be first to feel the pinch. If he stops fishing he goes to the wall. The company owners, however, can fall back on the expedient of laying up part of their fleet until things improve.

Time — in relation to fleet structure — is *not* on the side of the share-fishing industry. The time for licensing and for a register of vessels entitled to share in the stocks available is *now*.

Clearly when stocks are low on the traditional grounds of the inshore fleet, particularly of herring, haddock, whiting and plaice which have in the past made up much of the earnings of that fleet, there is no scope to divert vessels.

It is important that stocks and quota allocations from these traditional grounds should not come under even greater pressure than already exists, either through uncontrolled acquisition of inshore vessels or by unplanned expansion through newbuilding.

Faith

This is not to say that there should be no building; for modernisation is an on-going process. In the immediate future, however, any new building and acquisitions need to be carefully controlled so that the regions heavily dependent on fisheries maintain their fleets to modern standards and are still in business when the belt-tightening has had its effect on improvement of stocks.

One is often asked why Scottish fishermen continue to invest in new vessels.

Probably there is something in his temperament which tells him it is impossible to stand still; a belief that the attempt to do so means falling astern.

There is the example before him in the well-being of our fishing communities through success achieved by grasping the opportunities of past years.

Make no mistake. The Scot is a hard-headed businessman who is perfectly aware of the cost of repayment, running expenses and so forth but, having assessed all these, the rest is an act of faith in himself, his crew and his industry.

In the regions where most of the Scottish fleet is based there is no alternative shore employment. If fishing fails, the communities suffer correspondingly; but the Scottish fishing communities have known and persevered through difficult periods to emerge with a well-balanced fleet.

If, then, the future is to be difficult, it is necessary to have as good and modern equipment as possible to meet it.

It is essential that young men who have the guts, ability and drive to put up their savings go into owning their own vessels and contribute so much to the many scattered fishing communities around *our coast*.

Recent proposals of the commission concern fishing plans which would try to favour remote areas heavily dependant on fisheries. Few would deny that in the present circumstances comprehensive planning should be the top priority. But even locally-operating fleets may be required at times to change their pattern because of shortage of fish, and they could run into serious crises if unable to do so.

On the other hand much of the inshore fleet is, and traditionally always has been, highly mobile. It always will be needed to exploit waters out to the edge of the British fishing zone and beyond.

Moreover, it has been the front-runner in much of the technical improvement which has taken place in recent years and one would not wish to see a fixed pattern imposed so that stagnation occurred.

It will be interesting to see what progress is made by the other eight member EEC states on their agreement reached at Berlin in January in the absence of our ministers.

Will they adhere to the quotas they agreed? Will they implement fishing plans in Irish waters? We will have to wait and see the conservation proposals.

There is also the intention to implement fishing plans in Irish waters. With only a few nations involved this may prove not too difficult, but I shudder to think of elaborate plans for the North Sea and the bureaucratic effort and policing necessary.

Considering the variety of interests concerned a national fishing regime would be difficult enough to institute, but with many nations involved the problems reach well-nigh unmanagable proportions — another good reason for each nation having exclusive control of the first 50 miles (or to the median line).

If, as is sometimes suggested, fishing plans may be the bridge between Britain's demands and the position of the other eight nations, the arguments for them will require to be much better.

Will there then be a settlement soon? It is difficult to see how this could happen. Common Market sources openly refer to no settlement before a general election in Britain.

One cannot see the Eight change course, at least not before they have tested their present agreement to implement the commission's proposals without the UK. Nor can one envisage a UK government accepting unpopular solutions, particularly in what may well be the run-up to a general election.

The time has come for unilateral application of further conservation measures and ministers, with the backing of the Expenditure Committee's Report, must convince our Common Market partners that an exclusive 50-mile zone is the just goal of our industry. That the industry, people and Parliament also, if it follows the advice of its own Expenditure Committee, are in no mood to be fobbed off with an inferior package.

The Minister of Fisheries has strenuously defended the case for the Milk Marketing Boards. We hope he can produce the goods for the fishing industry.

The Eight seem to be resting on their position and hoping Britain will yet come to heel. Is is essential, therefore, that the government introduces without delay the measures necessary to protect our industry until a fair and just solution is found. This will ensure the continuance of a way of life which is eminently worth preserving.

Right: a delegation from the Scottish Fishermen's Federation with Geoffrey Rippon in Brussels. The SFF has always been ready to go and present its case on the European scene.

Smell test for quarry crab plant

A PLAN to set up a crab and fish drying plant in a disused quarry near Tavistock is to be given a smell test by a special committee of West Devon councillors.

The group is to point its noses at a similar plant at Holsworthy — to see just how smelly the operation may be.

The decision was taken at a meeting of West Devon Council's planning committee on Monday last week after planning officer, Bob Page, said he had had informal discussions with a businessman who wanted to set up a drying plant at Willimstone Quarry.

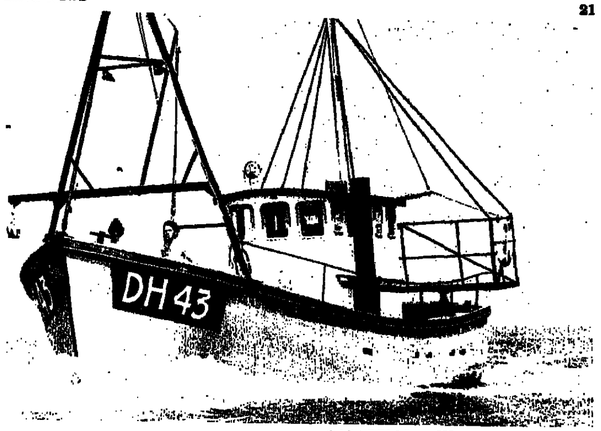
Mr. Page said the applicants planned to export the finished product to Egypt and had offered to set up the sniffing test at Holsworthy.

The dryer used in the operation worked with a deodoriser. Seventeen tons of fish and crab waste would be processed in a day.

Councillor Mrs. Margarita Hampson thought the smell could be tremendous, and there was the possibility of spillage during delivery to the plant.

CRABBER 'GOES ITALIAN'

Fiat powers 37-footer



THE FIRST new fishing boat in England completed with a Fiat marine engine has been launched by Weston Workboats at Weston-super-Mare. *Ann Virginia* is a crabber based on a Cygnus GM37 hull and both owner and builder are reported well pleased with the trials. Her Fiat engine is the six-cylinder type CP3 producing 160 hp at 2600 rpm.

It is mounted solidly on the engine bearers, yet there is a marked absence of vibration. Belt drives from the front of the engine power the Dowty hydraulic pump and the Jabsco 1½ in. bilge-deckwash pump.

The drive to the propeller is taken through a Twin Disc MG 506 gearbox with a 2.91:1 reduction. The propeller shaft is made from 2½ in. stainless steel and the propeller breaks new ground for a vessel of this size in being four-bladed. The 31 in. x 20 in. propeller was made by Brunton's of Sudbury and this configuration contributes to the smooth running.

The hull is the standard Cygnus Marine GRP 37-footer with its heavy duty frames and stringers. The wooden deck beams are of 6 in. x 4 in. timber on 13 in. centres and the deck is made from marine plywood, skimmed with GRP and an anti-slip surface.

There is a large fish hold forward and the clear deck gives ample pot storage space. This has extended by a steel structure aft, on top of the transom, designed to hold either pots or empty tea chests used to store crabs. Owner Robert Amil plans to work 350 pots with *Ann Virginia*.

A tripod mast forward supports both the derrick and the hauling block. The latter is mounted on a telescopic arm to starboard. Beneath is the 1½ tonne Seawinch hauler mounted on a box fabricated from mild steel. In addition to the hauler control, duplicate engine controls are also mounted on this box.

The aft wheelhouse is constructed from marine plywood sheathed in GRP. It has a duplicate wheel mounted on its fore end so that the steering can be controlled from on deck. An 11 in. Francis searchlight is mounted on the roof.

The engine exhausts via a trunking on the port side, which also acts as an engineroom ventilator.

The main navigation instrument is a Decca Navigator Mk. 21. In addition to the usual instruments, the engine is protected by an Alfo system which provides both aerial and visual warnings of impending problems — essential when all the crew may be working on deck. A 'Sailor' RT 144 VHF provides communications.

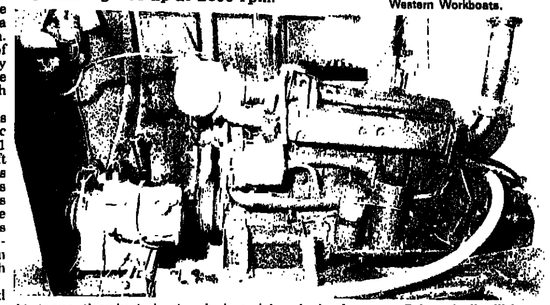
A Sestral compass is fitted and steering is by a Wills Ridley hydraulic system. A 'Sailor' MF receiver provides weather forecasts, etc. A Flavel B700C gas cooker is fitted in the spacious wheelhouse and below, three berths have been fitted in the space above the propeller shaft.

A new type of light from France, the Le Grande, has been used for internal lighting. These units will take a 100 watt bulb in 29 volts, giving almost daylight down below. Deck lights on the mast are rubber-enclosed Wipac units.

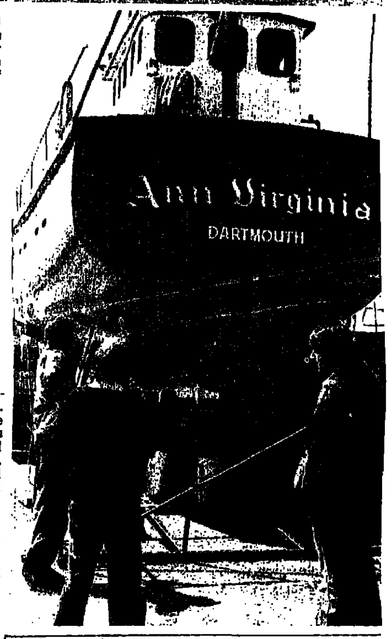
Robert Amil will be working the boat from Dartmouth. He told *Fishing News* that he was very pleased with *Ann Virginia* and felt she would certainly be a profitable boat. Robert's father, who attended the champagne launch and has had 30 years' fishing experience, was also very impressed with the new boat.

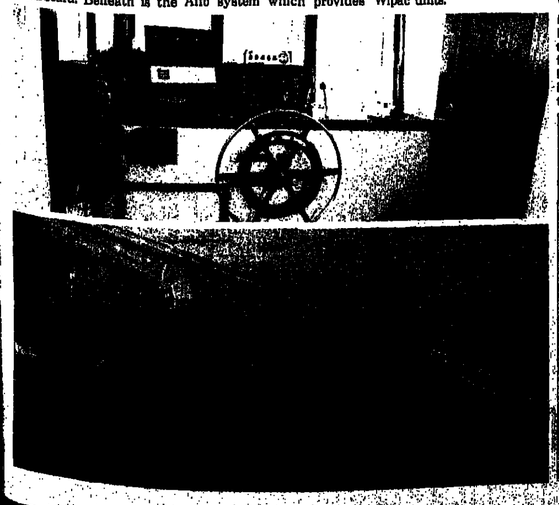
Weston Workboats is to complete another 37-footer and, following that, it has confirmed an order for one of the Cygnus GM 44 hulls, also to be powered by Fiat.

Representatives from Fiat (UK) Ltd. who attended the launch and trials were very pleased with the performance of *Ann Virginia*. She reached nine knots on trials and the Fiat engine is reputed to be economical on fuel.



The Fiat 160 bhp diesel (below) which makes *Ann Virginia* a smooth runner. Right: owner Robert Amil (far right) is seen with builder David Blackwell of Western Workboats.





Left: the all-important Decca Navigator is positioned close to the wheel. Below: the Brunton's four-bladed propeller. Below left: 1½-tonne Seawinch hauler is built into a box with the controls.

Skerries 24 takes shape

FISHERMEN will be sizing-up the latest boat in Halmatic Scotland Skerries range at Aberdeen's Catch '78 fisheries show this week.

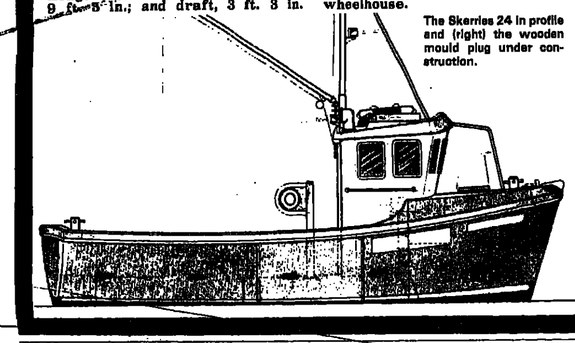
The Orkney-based firm is showing a carvel-built hull which will be used as a plug for the mould to make a new 24 ft. GRP hull.

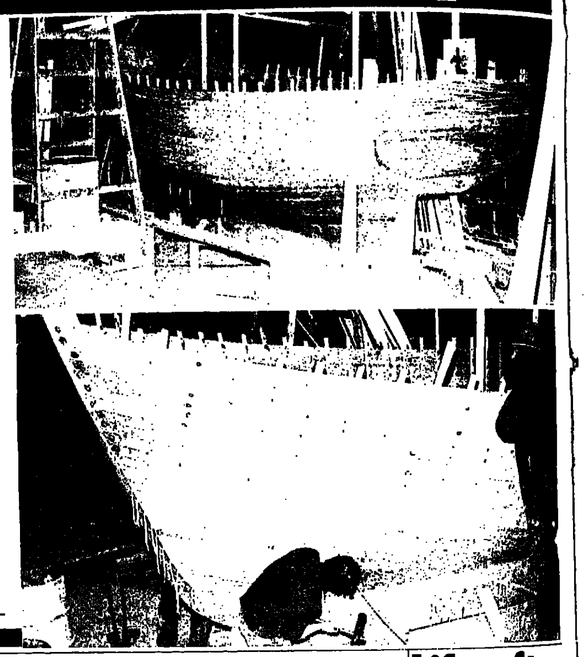
Halmatic (Scotland), now owned by Halmatic, the Highlands and Islands Development Board and the local council, called in Murray Cormack Associates to prepare the new design.

The hull on show is built of mahogany planking on an iroko backbone and bent oak frames. Length overall is 23 ft. 11 in.; beam, 9 ft. 8 in.; and draft, 3 ft. 3 in. Displacement is 4.5 tons and speed, seven to eight knots; power range is 20 to 45 bhp.

The first Skerries 24 is for Mr. V. Cecil of Northern Ireland and will be fitted with a Lister ST3WM diesel engine of 30 bhp at 2,800 rpm. Fittings will include: cable steering, Spencer-Carter hydraulic pot hauler, Seascribe Mk.II echo sounder and Seavoice R.T.660 — 16 channel VHF.

The design incorporates a traditional approach with Scandinavian-style superstructure. A raised whaleback-type foredeck moulding is fitted to provide working headroom in the foc'sle, while a small galley unit is available in the wheelhouse to port. The Skerries 24 will also be available with an aft wheelhouse.





The Skerries 24 in profile and (right) the wooden mould plug under construction.

Training grants 'unfair'

DOUGLAS HENDERSON, MP for East Aberdeenshire, has written to the Secretary of State for Scotland asking him to take the initiative in training fishermen.

At present fishermen attending full time courses at technical colleges are paid a small maintenance grant, says Mr. Henderson.

This is a lot less than other students who are financed by the Training Opportunity Schemes and in other ways and is grossly unfair.

"For the last few months I have been trying virtually every government department to find a way to rectify this. The trouble is the White Fish Authority's income has gone down because of the lower level of fish landings and they are simply not in a position to increase the amount of money paid.

"I want the whole system changed," stated Mr. Henderson.

Salmon men gang up on Irish navy

THERE were angry scenes at the port of Castletownbere, West Cork, last week when local fishermen stopped the Irish Navy bringing an injured sailor ashore.

Eighty fishermen gathered on the pier to prevent a sailor from the fisheries protection vessel *Fola* being landed after the boat had earlier swooped from Kenmare Bay, in adjoining County Kerry, and confiscated nets from three salmon boats.

This was part of the Government-announced crackdown on illegal salmon fishing. It was the first time the Irish Navy had been used to enforce fishery laws against Irish inshore salmon men.

An ambulance was unable to get on the pier and, when a launch from *Fola* attempted to put a mooring line ashore, it was tossed back into the water.

The launch returned to *Fola* but, after local police had spoken with the fishermen, a police sergeant was allowed to bring the injured man ashore in a fishing boat. He was treated for broken ribs sustained in a fall.

Fola then returned to sea.

A fishermen's spokesman said they did not blame the Navy, but rather the Minister for Fisheries, Brian Lenihan, who had ordered the action.

He added: "Mr. Lenihan knows it is impossible for fishermen to earn a living with nets of 30 meshes in these waters and that the fishermen are being forced to break the law. When he visited the port last March Mr. Lenihan promised to make changes, but he has done nothing about it since."

Two of the boats from which nets were confiscated for inspection by *Fola* were operating off Dursey Sound and one off Urhan, on the Beara Peninsula.

Last month's sitting of Castletownbere District Court saw 24 prosecutions arising out of the alleged use of nets beyond the permitted mesh depth.

Beara Fishermen's Association, representing the licensed inshoremen, maintains that the main problem is caused by gangs of poachers and has suggested a conservation campaign in which fishermen and the Navy would co-operate.

It says it wants the Navy as friends, not enemies.

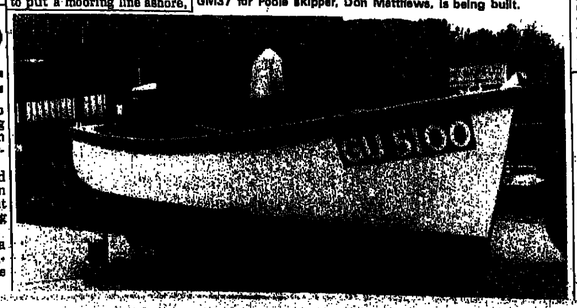
'Happy Hooker'

A DORSET boatbuilder has delivered the open Cygnus GM21 *Happy Hooker* (below) to Guernsey men John Davidson and Bob Booth.

Ross-Mackenzie Boat Building delivered the vessel by lorry and the owners immediately set about building a forward cuddy. They came to this decision after the recent bad weather in the islands.

Happy Hooker is powered by a Petter PJ2 WRMR 22 hp diesel engine driving through a Hurth 2:1 gearbox. She has a flush-decked GRP hull, electric and hand start, twin 25-gallon fuel tanks and Whale Gusher 10 bilge pump.

Another GM26 is being delivered to West Mersea, Essex, this week followed by yet another GM26 to Berwick-on-Tweed. A GM37 for Poole skipper, Don Matthews, is being built.



Liferafts—new law

BY JULY 1979 inflatable liferafts on British vessels will have to be fitted with a hydrostatic release system, as a result of British acceptance of the 1974 SOLAS Convention.

Liferafts are normally stowed by a lashing and quick-release slip, but in tugs, barges and fishing vessels, it is not always possible to launch the raft quickly.

Dunlop has brought out a new version, modified to include a "break-free" principle, but there may be problems in installing it in smaller boats because the unit is to be bolted "... direct to the deck." Small boats lack deckspace and often stow the raft on top of the wheelhouse.

Dunlop states that the unit should be bolted to the deck instead of welded, so that it can be removed for annual servicing.

It recommends that grease be used on the bolts, but it is more effective if the bolt is dipped in tar instead of grease. Grease washes away whereas tar seals the thread and the bolt can always be turned.

An alternative quick-release device currently available is the Beaufort/Berwyn Release.

Capstan to go electric

FURTHER improvements to Whitby fish market costing £2,000 have been recommended by the Harbour Committee.

The committee has agreed to provide an electric capstan to be fitted to the present manually-operated lifting davit.

The other £500 is for a variation on proposed improvements to the office premises.

Patrol row

EAST COAST fishermen have lodged an official complaint following claims of harassment by fishery protection vessels.

The allegations have been tabled with the Firth of Forth Fishermen's Association which is expected to contact the Department of Agriculture and Fisheries.

Patrols off the North Northumberland and Berwickshire coasts have been stepped-up in a bid to stamp out salmon poaching.

Skipper Jack Johnson of Burnmouth said there had been reports of patrol boats steaming closely past inshore boats at full speed, leaving fishermen on board [illegible]

shell fish chat

OYSTER GROWERS in northern Spain are pushing ahead to expand production of this shellfish. Like many other oyster producers in Europe they find supplies of seed difficult to come by and, at present, the Spanish oyster industry is almost exclusively based on the import of seed from abroad.

At one time large quantities of seed were available in France, but supplies have been badly affected by disease and much of the French oyster seed imported into Spain has suffered a high mortality.

The combination of decline in natural production, over-exploitation and pollution of natural oyster beds in Spain, and the lack of seed oysters, seriously affected production. To help overcome this problem the Spanish Government has encouraged the development of shellfish hatcheries and about six are at present in operation.

As far as I can make out supplies of seed are not large and a number of Spanish growers have been looking to the United Kingdom for supplies of hatchery-produced seed.

The Galician 'rias' in northern Spain, which are similar to the Norwegian fjords, provide ideal conditions for mollusc culture with their sheltered positions and rich waters. Growth rates of mussels, oysters and clams are extraordinary. North-west Spain is already a major mussel producing area — the fishery being based on growing mussels on ropes suspended from rafts.

The culture system used for oysters is similar to the traditional method of growing mussels — the small seed oysters are fixed by netting or twine to the suspended ropes in clusters and then suspended from rafts. By this method the oysters have maximum access to water flow and consequently a good food supply.

In Spain, which has a population where the diet is heavily based on fish and shellfish, mussels and oysters form an important part of the protein intake. It might be that the Spanish success story with mussels will be repeated with oysters!

DO LOBSTERS suffer from disease? This question must occur to some people from time to time. From what I've read, lobsters do suffer from a number of diseases, many of them parasitic, but there are only a few of them which seriously affects the economics of this important fishery.

A common "disease" is the blackening of the shell caused by bacteria which attacks the chitin which forms part of the body shell. I'm sure you've all seen this on crabs — its less common on lobsters but I've seen a few old grandfather lobsters with this blackening on the shell.

A three-day-old lobster. The larvae at this stage are free swimming and nine mm in length.

The flesh is not normally affected except in heavily infected cases when the bacteria "eats" right through the shell.

There is no cure for this "disease." It occurs naturally but it does sometimes spoil the appearance of lobsters and in our area we get paid a slightly lower price for these "blackened lobsters."

Another disease which can cause death affects the lobster's blood, attacking the corpuscles and preventing clotting. The bacteria are called *Gaffkya homari*. A recent survey has shown that it is not common in lobster stocks around the UK at present, although it is prevalent in lobsters caught off Canada and the eastern seaboard of the USA.

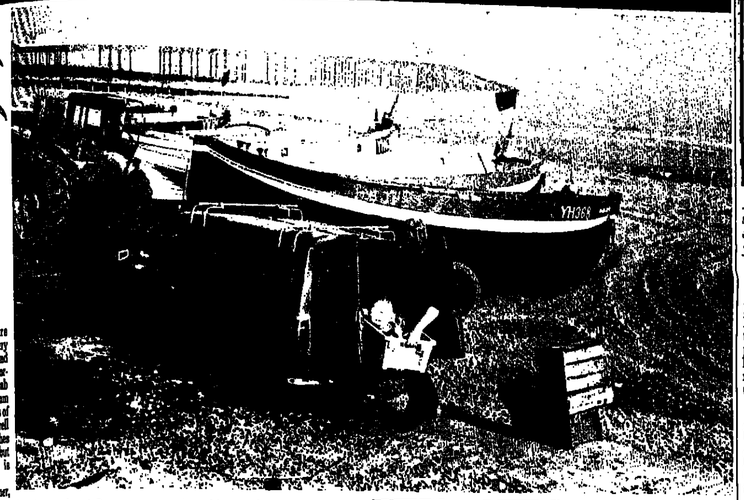
A small parasite called *Nicothoe astaci* is sometimes found on the gills but this has little effect on the lobster and none on its value.

I'VE WRITTEN before about the importance of the fishery for crabs around Cromer and Sheringham, along the Norfolk coast. The Cromer crab is smaller than crabs from other UK grounds but is of high quality and it has well deserved reputation. Catches this year have been good but then, of course, there is always the risk of a storm.

Crabs landed at Cromer, Sheringham and Mundesley have for many years been a ready market in the Midland cities such as Norwich, London.

These last few years, however, soaring transport costs have made it uneconomical to send crabs by British Rail Container to the Midland cities and most are now sold in the Norfolk area.

Robert Rushmer, Secretary of the North Norfolk Fishermen's Society, tells me that it is uneconomic to export part of the local catch to countries like Holland and Belgium. Here housewives are prepared to pay high prices for quality seafood. He wants to help the Norfolk crab industry maintain its price levels and ease the marketing situation.



Landing crabs at Cromer — catches this year have been good but because of soaring transport costs most of them are now being sold in the Norfolk area.

I've heard of some Norfolk crab fishermen who, after going to sea at three and four in the morning, have to drive over 100 miles delivering crabs! I don't mind landing crabs on the dock but that's all the trouble I'll take for the price we now get paid for them!

HOW many eggs does a "berried" female carry? I've seen several leaflets on this subject and from all accounts the number of eggs depend on the size of the female lobster. Counts show that a 10in. female carries about 10,000 eggs, a 12in. female about 20,000 and a 14in. hen about 40,000.

The eggs are dark green in colour when they are first spawned but they become progressively lighter in colour as they develop, so that at hatching some nine to ten months later, they are a pale pink colour.

Hatching takes place during the summer months. The lobster larvae hatch from under the female's tail and float away, the female taking about two weeks to hatch her entire brood.

When the larvae emerge from the eggs, they are shrimp-like in appearance and about one-third of an inch long. They swim near to the surface of the sea and swim freely in the plankton for four to six weeks. Of course, during this period the larval lobsters are an easy prey to a host of fish and each other — the lobster being a cannibal at all stages in its life.

In addition to being eaten the young larval lobsters, while living near the surface of the sea, are affected by tides and currents which can disperse them to areas where they cannot survive. At the end of this phase the surviving larvae, now about two-thirds of an inch long and looking like the adults in every way, except size, settle to the sea bed and hide in the rocks or gravel.

How many of the larvae released from the eggs of a berried female survived to settle to the sea bed? Most estimates suggest that fewer than 0.1 per cent — one in a thousand survive. This brings up the old argument of the value of protecting "berried" lobsters. Makes sense to me!

PRE-PACKED frozen lobsters from Canada might soon reach some supermarkets in this country. At the Associated Fisheries of Canada Ltd. plant at Shippegan, New Brunswick, they process crab and lobsters worth over £4 million.

One of the Associated Fisheries' products which could receive interest from UK restaurateurs is pre-packed portioned, in-shell frozen lobsters. As anyone who has supplied this market knows, restaurants like small, accurately-sized lobsters so that they can serve a standard size, accurately priced portion to their customers.

The Canadian company has found a way to package these small lobsters in tubes of netting!

This involves shooting "folded-up" lobsters into a section of net, by an air-blast, which is then heat-cut and sealed ready for freezing and packing. Sounds a novel idea to me — and we need a few more ideas on the marketing of shellfish.

TRAPPER

Scad survey off Ireland

BORD Iascaigh Mhara (BIM) is assessing the stocks of scad or horse mackerel off the Irish South Coast.

Horse mackerel is not a fish frequently caught by Irish trawlers in their present operations, but the fish could go high on the list of alternative stocks to work in the coming years.

The EEC says that 275,000 tons of horse mackerel are available annually in all EEC waters, but this is purely a guestimate.

50 years ago

. . . Recalling some of the stories which appeared in our columns this week 50 years ago.

JUNE 16, 1928

NEW landing rules at Fleetwood mean that any trawler arriving at the port when high water is later than 8.30 in the morning should be held over until the next day.

A NEW fish meal factory has been proposed by the Alphos Co. Ltd. The firm has applied to Grimsby Corporation to build the factory in Pyewipe Road.

TWO barges being towed off La Haye, Nova Scotia, full of fish sink taking tug with them. The crews were all drowned.

PETITION presented to the Fishery Board for Scotland by Cockenzie fishermen for sanction to engage in seine net fishing over part of the Firth of Forth.

STEAM trawler *Amethyst*, built for the Kingston Steam Trawling Co. of Hull, is launched from Cook, Welton & Gemmell's yard at Beverley. She is the 15th new trawler added to the company's fleet in the last four years.

ADVENT of fishing Icelandic grounds from Fleetwood means a big extension for the Fleetwood Dried Fish Co. — probably already the largest curing house at Fleetwood. Local authority passes plans for the new factory.

The fight to get up steam at Aberdeen

WITH the attention focussed on the Catch '78 fishing exhibition in Aberdeen this week, TOM WOOD looks back on the development of steam trawling at Scotland's major port

ONE HUNDRED YEARS AGO few could have visualised the scale on which white fishing from Aberdeen would develop.

The sailing trawler fleets which had brought such spectacular affluence to the notable east coast ports of Scarborough, Hull, Grimsby and Lowestoft in Victorian England had bypassed the granite city and, indeed, the rest of Scotland.

The cumbersome beam trawl was considered by Scottish fishermen the most outrageous method of catching fish ever devised and the allegations of its ruthless operation were many and varied.

It seemed unthinkable, with such hostile opposition, that within the next 25 years Aberdeen would emerge as the principal trawling port in Scotland and boast three of the finest trawler building yards in Britain.

Yet the history of fishing at Aberdeen always was chequered. In the middle ages prolific catches of salmon were cured and exported to England and Europe and, for a while, whaling was a prominent industry.

An early 19th century historian said that, in his day, most of the fish eaten in Aberdeen was brought in from nearby villages because the local fleet of open boats, mostly at Footdee, was too small to supply the needs of the city.

In the 1870s Aberdeen had recovered sufficiently to be Scotland's second herring port after Fraserburgh.

Apart from this seasonal work, the close-knit fishing communities at Footdee and Torry — as at the myriad of small Scots coastal villages — mainly worked the inshore grounds with hand lines for haddock, whiting and codling as they had done for centuries.

It was a precarious existence and life was a gamble at the best of times. Until well into the 1860s hardly any of their frail open boats, seldom over 40 ft. long, were decked or even half-decked; crews were constantly at the mercy of the elements.

During the eight-week early summer herring season the men relied on oars and sail to track the fish and bring them back to port. Frequently the shoals were so far out that the fish had perished before the fishermen returned to port.

The only way to sell the fish was for the fishwife to hawk it in a creel on her back around the streets of the Aberdeen district. Most of the women lived off their wits, constantly haggling over the price as they went about this onerous task.

Scottish fishwives had amazing strength and a staggering capacity for work, thinking nothing of carrying a heavy creel for 15 or 20 miles in a morning before returning to bait up the "guidman's" lines.

Generally they were tall, elegant and goodlooking women who ruled their menfolk's lives — and kept a tight grip on the purse strings. They had a reputation for blunt speech, yet were the most devoted wives.

Several early attempts had been made at Aberdeen to introduce the beam trawl, before it was 'outlawed', but they had all failed. In 1771 Aberdeen Council voted ten guineas to a fisherman from Hartlepool whose attempts to trawl for plaice in Aberdeen Bay failed dismally.

Later, in 1836, a 70 ft. vessel was prepared for deepsea trawling, but the Footdee men refused to co-operate and the scheme fell through. Shortly before 1850 the converted smack *Rob Roy* did make a success, yet this venture was doomed because the railway had not yet reached Aberdeen to provide a regular outlet for the fish.

Then the former herring vessel *Deacon* failed due to inefficient gear; whilst the 17-ton smack *Ckkiser*, with a seven-man crew for deepsea trawling, never even got going when the trawl disappeared!

Fate, it seemed, was set against trawling from Aberdeen.

The Dogger Bank was too distant for a deepsea sailing trawler and, with no alternative grounds for 80 miles save those inside the three-mile limits, efforts to proceed with experiments were called off. This was much to the delight of the Torry and Footdee fisherfolk.

But the armistice did not last. Further south, at the now derelict fishing port of Buckhaven, Fife, a fisherman succeeded where everyone else had failed. He acquired a 42½ ft. beam trawl and nets and then, on the pretence of going lining, came up with massive catches of plaice, sole, turbot and brill on the coastal grounds around the Firth of Forth.

It was fish the liners seldom ever caught and it found a ready market. Others forsook their resentment of the beam and followed suit, usually for vastly improved personal gain.

The news spread like wildfire and, by 1872 the first sailing beam trawler had reached and was working from Aberdeen on the same inshore grounds as the line fishermen even though they caught different fish.

Gradually a tiny fleet built up, but it was a terrible struggle for the pioneers, with the Footdee men in particular hissing, hooting and even stoning the trawlers.

They were accused of all

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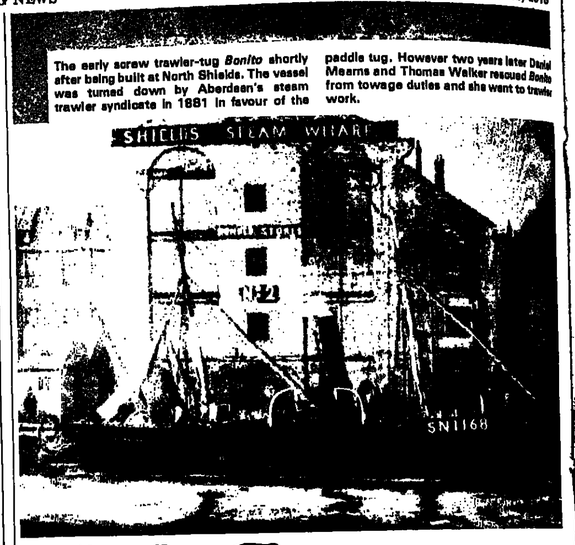
Above: *Dunkinty* — the first Aberdeen coal burner to convert to oil. Others soon followed her and steamers were doomed.

Below left: *line caught halibut on Aberdeen market.*



The early screw trawler-tug *Bonito* shortly after being built at North Shields. The vessel was turned down by Aberdeen's steam trawler syndicate in 1881 in favour of the paddle tug. However two years later Daniel Mearns and Thomas Walker rescued *Bonito* from towage duties and she went to trawler work.

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Steam

sorts of misdemeanours, including the destruction of spawn, taking immature fish, destroying the fickle herring fishing and, with some foundation, cutting through the lines and salmon nets of the Footdee and Torry fishermen.

Only the demand for their prime fish and the interest in trawling by several influential Aberdonians sustained their efforts.

The 1870s were also an eventful decade for trawling in England. In 1877 George Purdy had rigged up his paddle tug *Messenger* with a beam trawl when the towing business was slack on the Tyne and set off to catch fish amid massive abuse. Purdy made £7.10s. from the maiden steam trawling trip and picked up a fiver into the bargain from a chance tow as he headed back to Shields.

Less than a year later well over 50 paddle tug-trawlers were making good money fishing the north-east coast mainly from Scarborough, North Shields, Newcastle and Sunderland.

They worked close to the shore where the grounds were far too rough for the conventional sailing trawler. Gradually they spread northwards along the coast.

In 1880 the infection spread to Aberdeen when the iron paddle tug-trawlers *Florence* (SD 265) and *Royal Duke* (SN 1290), both belonging to Mr. C. Douglas of Sunderland, arrived to fish for a spell in Aberdeen Bay, from Collieston to Muchalls.

Again the Footdee fisherfolk gave them a far from cordial reception, but the interest from the businessmen of the 'braif toun' bordered on the ecstatic.

The next year the iron screw tug-trawler *Bonito* (SN 1168) was brought up from North Shields for a season with the understanding that, if successful, a deal would be put through. But *Bonito* was ahead of her time and, despite the screw, at the end of her trial she reverted to a tug and was sold to owners on the Thames.

Ironically, two years later Thomas Walker and Daniel Mearns brought her back to Aberdeen, reconverted her for trawling (A 93) and she gave many years of useful service to the industry under Captain Crombie before sinking off Newburgh.

It was now no longer a question of if steam came — the only uncertainty was when. Already paddle tug-trawlers had footholds around the Forth and as far north as Montrose.

In 1881 a dreadful gale spread disaster through the flimsy fleets of open boats and many lives were lost. This undoubtedly hastened the trawler's arrival.

An 11-strong syndicate of potential steamer owners had been formed at Aberdeen in 1880. They decided to delay no longer. The 11 were Robert Brown, Robert Bowman, John Marclay, Andrew Craig, George Collie, Alexander Collie, Frederick Harrison, John Matthew, William Smith, William Morrison and William Pyper.

It was decided to invest in a paddle tug-trawler and, after one abhortive trip to the Clyde, a deal worth £1,550 secured the clinker-built wooden paddler *Toiler* (A50) from Dublin in February 1882.

Built in 1875 at Wilmington Quay, *Toiler* was 101 ft. long (fairly large by contemporary standards), had a gross registered tonnage of 118 tons and was powered by a simple 50 hp steam coal burning engine.

A scratch crew sailed her up the Caledonian canal and, after a refit, *Toiler* made her first commercial fishing trip on March 23, 1882, complete with beam trawl. She was under Skipper William Watson and a six-man crew. This included her Dublin engineer, Mr. J. O'Connor, and two firemen.

The maiden produced three boxes of 'haddies' which fish factor, and later renowned trawler owner, Thomas Davidson picked up for £1.17.

Once Jimmy Guyton from Yarmouth had signed on as 'first fisherman', *Toiler* went from strength to strength making over £3,800 in her first year. This enormous sum enabled a 100 per cent dividend to be paid out to her partners for the year (which was never repeated) and left £523 15s 8d to split amongst the crew. One point of interest was a six-monthly bill of 22s 6d. for natural ice!

Toiler, whether fishing in the Moray Firth or just off Aberdeen, usually left in the afternoon, fished through the night and landed her catch at the rather inadequate wooden pier at Point Law the next morning.

At the end of 1883 William Pyper estimated there were 20 steam paddle tug-trawlers working from Aberdeen. Several like *Derwent*, *Bon Accord*, *Fairweather*, *Granite City*, *Star-o-Tay* and *Coastguard* (A 612) were also Aberdeen-owned, but there were also regular visits by Leith and Granton steamers like *Sea King* (GN 1).

She accompanied *Toiler* in to Aberdeen on Saturday, March 25, 1882, with some 30 boxes of fish when bad weather was restricting the liners to about 4 or 5 cwt apiece!

Other regulars were the Aberdeen-owned, but Shields-registered, paddlers such as J. T. T. Wilson's *J. P. Reynoldson* (SSS 269).

In May 1882 fish auctions were introduced mainly due to the large volume of fish brought in by the steamers. This confirmed the very worst fears of the fishermen at Footdee and Torry, as their patient labour could now muster only a few dwindling basketfuls. Surely, they argued, the steamers were taking all of the fish out of the sea.

In a bid to avoid ruin and starvation they appealed to the Lord Provost, Peter Reaid, for protection. His answer was brief and to the point. "Go and do likewise; the sooner you are in steam the better."

Oddly enough the fishermen's main spokesman, one Thomas Walker, took this advice and later founded the Walker Steam Trawl and Fishing Co. which only went under quite recently.

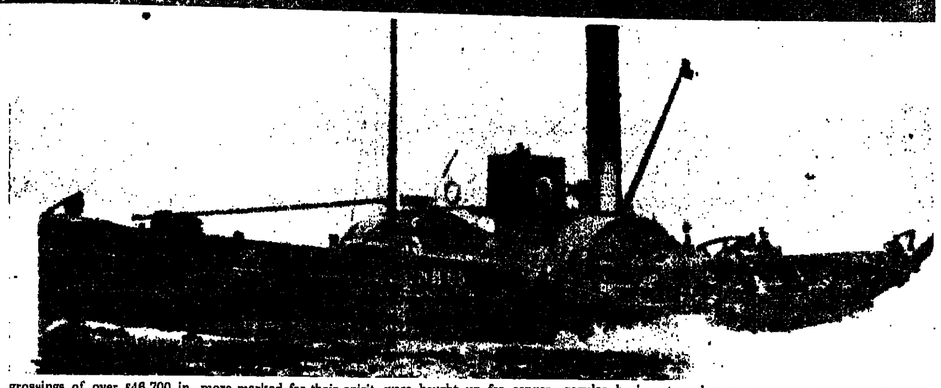
Walker's example — and the frank counsel of the Lord Provost — went largely unheeded and the animosity between the trawlermen and the line fishermen produced a number of ugly confrontations which frequently developed into free-for-all skirmishes.

Finally, the authorities outside Aberdeen stepped in and during September 1883 a Royal Commission arrived to investigate the claims by the line fishermen that the trawlers were endangering their livelihoods.

The commission came to the conclusion that trawling was not the sole cause for the decrease of fish in inshore waters, but it did recommend statutory powers be given to the Scottish Fishery Board enabling it to frame bye-laws for the regulation of beam trawling within the three-mile territorial limit.

It was a clear victory for the trawlers and, in the years ahead, the acrimony petered out as men like Baillie Daniel Mearns and John Brown (later Sir John Brown of Redhill), who had strongly campaigned against the trawlers, now backed the infant industry and rose to fame and fortune as trawler owners.

No time was wasted on September 17, 1883, when *North Star* (A 393), Aberdeen's first iron purpose-built screw steam trawler, slid down the slipways of Aberdeen builders John Duthie, Sons & Co. as yard number 164. Built primarily to the order of William Pyper, *North Star* cost £3,850 and, although not completely successful, repaid this investment handsomely with grossings of over £46,700 in her first eight years at sea.



The Scarborough paddle trawler *Flying Squall* (SH 65) closely resembles *Toiler*.

For a time she was the flagship of Pyper's red-funnelled North Line Fishing Co. before being sold to Cardiff, where the pioneer trawler was converted into a tug and renamed *Primrose*.

North Star was 101 ft. long overall, of 126 gross tons and had boilers and a two-cylinder compound engine of 62 hp by Hall, Russell & Co. Ltd. Less than an hour later, in the same yard which had launched *North Star*, a near-sister screw trawler named *Gipsey* (A 612) also took to the water for George Leslie of the Leslie Steamship Co. of Aberdeen.

Thus started the prosperous industry of trawler building in Aberdeen with the four main yards of John Duthie, Alexander Hall, Hall Russell & Co. and, from 1918 onwards, John Lewis Ltd.

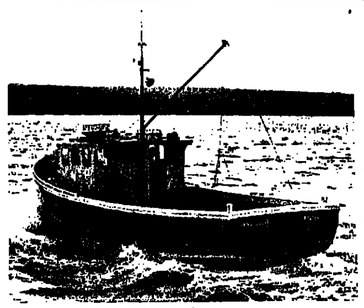
In these halcyon years for steam trawlers between 1900 and 1914, no less than 522 vessels were built at the three early Aberdeen yards. And with most of these boats joining the local fleets, new tonnage was being turned out at an average of one vessel every 10-15 days.

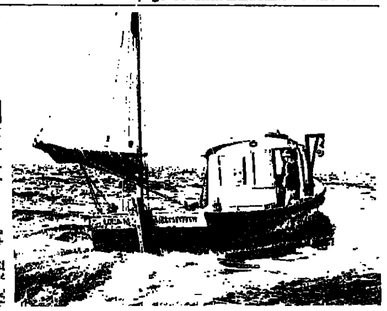
The next few years were more marked for their spirit of innovation rather than new tonnage. Potential Aberdeen owners scoured the seaports for suitable tugs and even screw-driven yachts like *Skart* (A 697) and *Torfrida* were bought up for conversion.

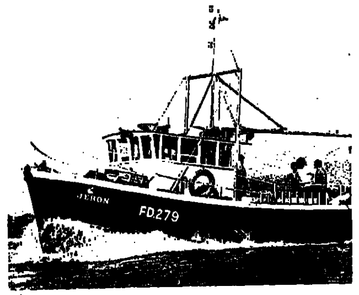
Only the screw steamer *St. Clement* (A 70) was added as new tonnage in 1885 to the order of Thomas Walker before building trawlers on a regular basis got underway again in 1888. This was when Thomas Walker's second new vessel, *Maggie Walker* (A 259) from Alexander Hall's yard, got things moving again.

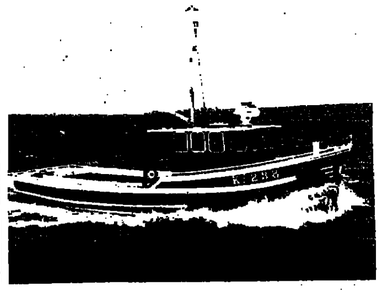
Continued on page 30

Above: the Aberdeen steamer *Lynburn* aground outside the port and (below) *Fort Robert* built in 1917 as an Admiralty class war trawler. She was typical of the ageing post World War II fleets.









Photos courtesy of: J. Duncan & Sons, Orkney, top left, bottom right. Treeve Marine Ltd., Cornwall, top right. Greenhall Bros., Fleetwood, bottom left.

Steam

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This gap was due in some ways to the diminished profitability of some of the older tugs and not through overfishing, as the North Sea was still largely untapped.

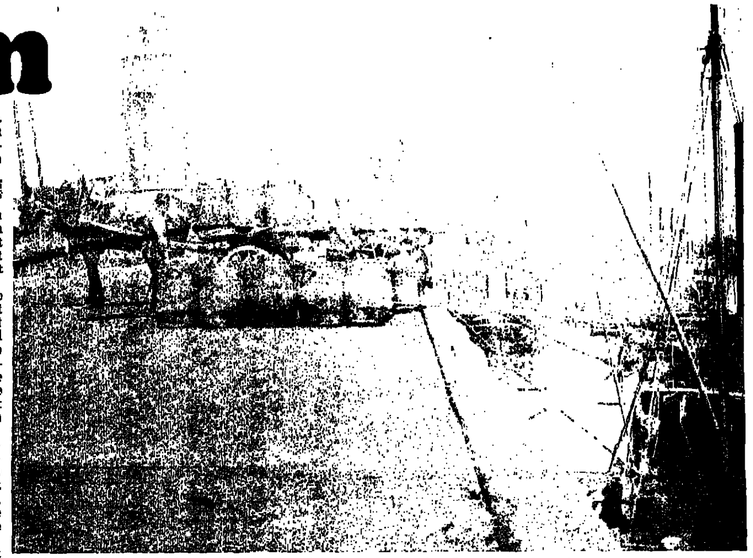
Quite a few of the tugs had seen better days and profits earmarked for new building programmes were swallowed up on costly repairs. Overheads were high and servicing such an expensive business that breakdowns were a fairly common occurence.

Even *Toiler* ended 1885 over £1,000 in debt for repairs and was sold for £700 to cut her losses.

Two years later, in 1887, *Toiler* sank through bursting a discharge pipe whilst fishing in the *Moray Firth*. Quite by chance, shortly afterwards, Pyper's successor *North Star* trawled up *Toiler's* huge oak beam trawl and brought it back to Aberdeen.

This trophy, much overgrown with ivy, was still in existence before the last war in the grounds of Hillhead of Pitfodels, the former home of Bailie William Pyper. Is it possible that it could have survived until 1978?

It was during the 1880s that close links with North Shields were forged and, as many a Tyne paddler like *Bosphorus* (SSS 278), *Rebecca* (NE 15), *Prince Consort* (SN 32), *Victory* (SN 1407) and *William Dodds* (SN 1493) did regular work from Aberdeen, owners like Irvin and William Hall Dodds built up considerable interests at both ports which were to last for generations.



Coaling a paddle tug-trawler. Note the gilson on the mast which was used for manoeuvring the cumbersome beam trawls.

In 1886 the Aberdeen Ice Co. began with a daily output of 20 tons of crushed ice. It was followed in 1890 and 1891 by the North Eastern and Bon Accord ice companiss. Other shore developments included the construction of the present fish market at Albert Quay in 1889.

It was a sound and interesting investment for conditions at both the wooden discharging jetty at Point Law and at the old market, which stood at a site on the old LMS goods depot, were badly run down.

The north side of the Albert basin, on land belonging to the Harbour Commissioners, was chosen after a plebiscite among fishermen, shore workers and owners which ended up 407 to 44 in favour of the north bank over the south.

The design was based on the recommendations of a four-man delegation which visited all the major fish markets to the south and in England. At the time (1887) there was a big outcry over public spending and the famous foursome of the redoubtable William Pyper, James Walker, Balie Daniel Mearns and Councillor John Morgan (a builder) earned the doubtful accolade of the 'most frugal four that ever went from good old Bon Accord at the call of public duty'.

Epitomising the careful Scot, they pared their expenses to the bone travelling everywhere by 3rd class railways and at night to avoid hotel accommodation!

When the delegation arrived unheralded at Grimsby on a bitterly cold December morning, they were even refused admission at the old dockside Royal Hotel because of their motely appearance.

The fish market was opened at 6 a.m. on May 20, 1889, where the North Shields-registered trawler *Lily* (SN 50) was the first to be unloaded. The trawler which clinched the first deal when the market began auctions at 8 a.m. was *North Sea*, belonging coincidentally to William Pyper.

The improved market paid from its inception and dues collected in the first year were £1,313 15s. 5d. As trade increased so the facilities were extended jointly by the harbour board and the town council.

In 1889 the closure of the Moray Firth to British trawlers came as a severe blow to Aberdeen. It was the virtual death-knell of the inshore paddle tug-trawlers. Trawlers began fishing further afield and trawler design was adapted to accommodate the two-week trips to Faroe and even Iceland.

The most popular North Sea grounds proved to be the Great Fisher Bank and then northwards past Tod Head to Muckle Flugga, as well as to westward of Orkney and Shetland. But there was one unexpected surprise and this was the emergence of the steam liner.

Richard Irvin set the pattern by bringing up *Hibernia* (SN 150), *Northumbria* (SN 168), *Orcadia* (SN 174), *Scotia* (SN 198) and *Bernicia* (SN 203) from North Shields early in the 1890's and, as a result, there was a fairly substantial building programme of Aberdeen steam liners. This was in addition to very considerable investment in steam trawlers by local owners.

The introduction of the otter trawl, by Scott of Granton in 1894, was another milestone for Aberdeen, as it at once produced a great increase in the catching power of the steam trawler.

By 1900 the trawling industry was so well established at Aberdeen it had swallowed up a few steam screw trawlers from Fraserburgh, Peterhead and Montrose which had attempted to get trawling going from their respective ports.

In addition, Aberdeen boasted two fleets of steam herring drifters, the largest being the old Steam Herring Fleet Ltd. which already had a 15-strong fleet with names all beginning with the prefix "Glen". Then there were the sail boats and, finally, the steam liners.

Some 94 steam vessels were registered at Aberdeen in 1900 and, with the big contingent of North Shields steamers and regular visits from Granton, especially by the trawlers belonging to the General Steam Fishing Co, Aberdeen's fleet was inflated to well in excess of 125 vessels.

General was Scotland's oldest trawler owners, but does anyone remember their funnel colours as they were still in business up to the 1930s?

Coaling the fleets was a real headache as the numbers multiplied. Aberdeen trawlers always burnt English coal, so the establishment of the Aberdeen Coal Co. late in 1900 was very timely. It still exists today as the Aberdeen Coal and Shipping Co. Ltd. at its premises in Market Street and, after almost 78 years of running colliers between Aberdeen and the Tyne, it has shifted millions of tons of bunker coals.

During its first year the firm shipped in 90,000 tons and, by 1910, this figure had reached 155,000 tons and was still rising. 259 steamers were registered at Aberdeen in 1910 and there was also a big trade in German steamers which often landed fish at Aberdeen.

When the Great War broke out in 1914, the stream of brand-new tonnage and useful secondhand vessels had reached a peak of 286 steamers. Although this figure was nearly matched in the late 1920s, the fleet by then was ageing and could not equal the affluence and industry of those pre-war years when Aberdeen could rival the best.

Looking back over those Edwardian and Victorian years, the multiplicity of different owners is staggering. Several, like the old Aberdeen Steam Trawling & Fishing Co., with its huge fleets of "Strath" vessels, are well remembered — and the Don Fishing Co's "Bracon" trawlers survived until well after the Second World War.

But only a few of those pioneers like Irvins, which took over the old North British Co. around 1907 with its big fleet of "Ben" boats (even pinching its funnel colours), are still with us.

But what of William Pyper's North Line, Bookless Brothers, Robert Laing, Davidson & Sheritt, Captain Burns and Stroud's and Nutten's?

On the company side there were the Eastern, Union, East Coast, United, Dodds, Empire, Red Star, Bonaccord, Loch Line, Aberdeen Icelandic, Vale of Leven, Northern Ocean, Dee, Wetherly's, Standard, Balgownie, Tullos, Foyers, Craig, Eva, Rubislaw, Donnachaidh, Silver City, Caledonian, Grampian, Shire and Ross, to mention but a few.

All respectable going concerns, some large, some small, and now all shrouded in the mists of antiquity.

It was through their ceaseless efforts that Aberdeen literally came from nowhere to rank as the third most important port after Grimsby and Hull. As well as trawling, herring drifting and line fishing also flourished.

The big deepsea liners, known as great liners, fish as far afield as Iceland for cod, blue skate, halibut, ling and large haddock, and off Greenland for monstrous halibuts.

Between the wars there was a move to more private ownership, and considerable anxiety was felt about the future of Aberdeen when new vessels were not added as they should have been.

Those which survived the last war were mostly decrepit

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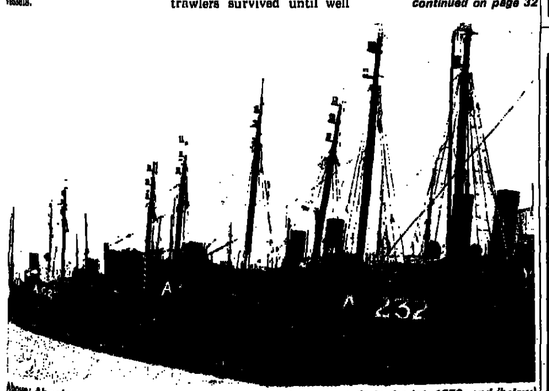
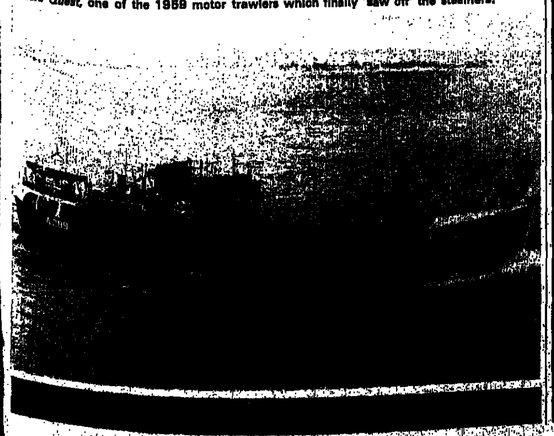




Above: Aberdeen steam trawlers waiting to go to the scrapyards in the late 1950s and (below) Seward *Quest*, one of the 1959 motor trawlers which finally 'saw off' the steamers.

wesmar news

WESMAR keeps dragger away from hang-ups

George McMurrick, Jr. is a shrimper out of Ilwaco, Washington on the U.S. West Coast, and owner of three boats, the BLUE MAX, the LISA ROSE and the MASTER CHARGE, all equipped with WESMAR SS160 scanning sonars.

"I use the SS 160's mainly for dodging rocks, to stay away from hang-ups," McMurrick said. "It gives me the confidence to drag right up to the hang-ups and the ability to pull out before I snag.

"Not long ago we went up around Victoria Island, British Columbia. We'd never been in the area before. We just turned on the sonar and found a spot with fairly clear bottom and started dragging away. Without the sonars, we would have never dared to go into an area we didn't know, but with them, we knew right where the clear areas were. We plugged the boats in three days," McMurrick said.

"WESMAR's sonars are easy to operate too. WESMAR sends a representative out with you after the sonar has been installed, and he stays with you until you have the confidence to operate and read the sonar," he said.

"I'd say the sonars pay for themselves in a season, just by keeping us out of trouble. That's where the sonar saves me money. If it keeps me from hanging-up just a few times, then I feel it has paid for itself," he said.

WESMAR Western Marine Electronics, 905 Dexter Avenue North, Box C19074, Seattle, Washington 98109 USA, Telephone. (206) 285-2420. Telex: 329509. Cable: WESMAR

"With the SS160, I have the confidence to drag anywhere and know I'll stay out of trouble," said George McMurrick, Jr., owner of three shrimpers.

Tons of anchovy hauled during training session

The 108-foot Mexican purse seiner EL SAUZAL recently brought in a 145-ton catch of anchovy that was successfully located and tracked by WESMAR's SS200B scanning sonar. The EL SAUZAL is a completely modern boat with advanced electronic gear and one of six WESMAR-equipped seiners purchased last year by the Mexican fishing company Pesquero Zapata.

On board the EL SAUZAL for this training session and early season fishing trip were Nathan Roundy, WESMAR Vice President Marine Sales, and Peter Raab, WESMAR Representative for Mexico. The vessel left Ensenda, Mexico at twilight and proceeded south along the Pacific coast for 40 miles.

At 2 in the morning, the WESMAR scanning sonar located a school of anchovy 400 meters from the EL SAUZAL. The captain monitored the school on the sonar determining that it was quite large and dense. Using the sonar he moved alongside the school, made his set, and hauled in 145 tons of anchovy.

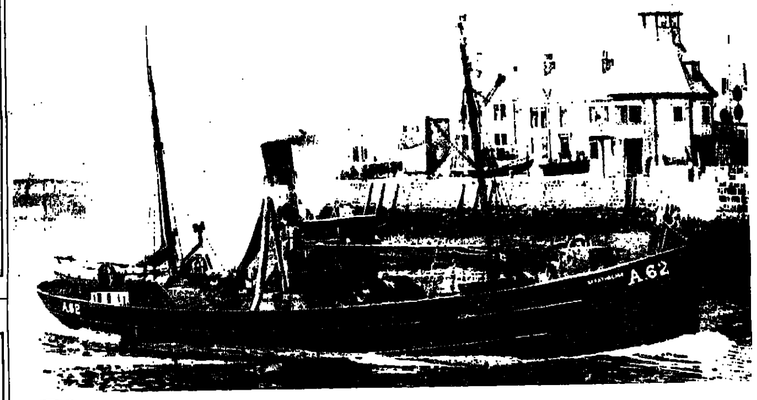
Continued from page 31

and worn, whilst many a one-time deep water goddess was reduced to an existence of 'scratching' on the near water grounds for a meagre living.

In 1950 the port owned 160 steam trawlers and 34 great liners, but great lining was on the decline. As bait prices spiralled, it became increasingly difficult to find that special breed of skilled fishermen willing to undertake the spartan work it involved.

In 1954 the coal burner *Dunkinty* (A 43) was the first Aberdeen steamer converted to oil burning. At first it was thought many of the more modern vessels could carry on for years after such conversion, but once Aberdeen's owners embarked on a rebuilding programme of modern middle and near water vessels, seldom over 115ft., the steamer was permanently doomed.

In 1966 *Avondon*, Aberdeen's last oil-fired steamer, slipped quietly from the port on her last trip, and severed Aberdeen's often stormy 84-year-old romance with steam.



Steam

Above: *Strathglass*, built at Leith in 1919, ran out of steam in the 1950s, and below. *Mount Royal*, built in the mid-50s, largely assumed the role of the steamers.

Frozen fish blocks in the Albany processing plant. The factory has a capacity of 1,000-tonnes.

BRITISH FREEZERS AT WORK IN AUSTRALIA

THREE BRITISH freezer trawlers involved in a joint venture are beginning to make their mark in Australia. Up to the end of May two of the trawlers, *Othello* and *Orsino*, had landed nearly 1,000-tons from three trips. Along with *Cassio*, the trawlers supply a new $1.5 million processing plant in Albany as part of an operation involving British United Trawlers and two Australian firms.

Sited on a 60,000 square metre waterfront location in Albany, the factory is one of the largest and most modern fish processing plants in Australia.

It covers 2,500 sq. m. and is equipped with one hand and two mechanical filleting lines. With more than 1,000 metric tons of refrigerated storage, it is capable of handling 10,000 tons of fish a year which can be doubled in the future.

Fish is processed and packed in the Albany factory which has been built to Australian export standards. Initially, processed fish will be sold in Australia, but ultimately the company — Southern Ocean Fish Processors Pty. Ltd. — hopes to develop export markets.

More than 20 species are caught in the Great Australian Bight by the three stern trawlers which supply Southern Ocean Fish Processors' Albany factory.

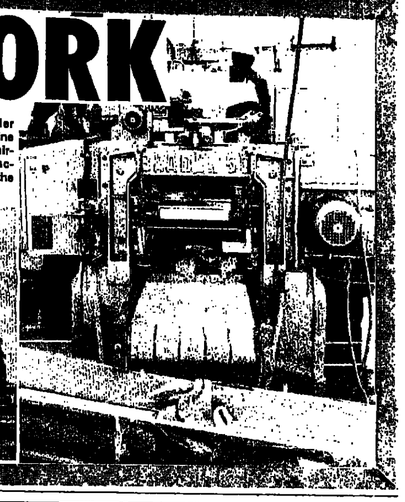
The main species are: Bight redfish *(Trachichthodes gerrardi)*, morwong *(Nemadactylus macropterus)*, deep sea flathead *(Neoplatycephalus speculator)*, gomfish *(Rexea sclandri)*, queen snapper *(Nemadactylus valenciennesi)*, spotted boarfish *(Zanclistius elevatus)*, leather-jacket, jack mackerel *(Trachurus declivis)*, blue mackerel *(Scomber australasicus)*, red gurnard *(Currupiscia kumu)*, latchet *(Pterygotrigla polyommata)*, john dory *(Zeus faber)*, king dory *(Cyttoidops macculochi)*, hapuka or groper *(Polyprion oxygeneios)*, tuskfish *(Dannevigia tusca)*, snoek *(Leionura atun)* and squid.

Blocks

Fish are sorted roughly into species aboard the trawlers at sea and are then frozen into 30kg blocks and stored under refrigeration. Frozen blocks are thawed in a Torry Afos defroster in the Albany factory and the fish then pass through a grading line, a scaler, a chiller and a washer.

Elevators take the fish into the main air-conditioned factory. Product to be processed mechanically goes through a Baader filleter and skinner.

Fish intended for hand filleting (generally larger, higher priced species such as queen snapper) are washed, scaled and elevated to the 12-station line in another part of the factory.



Right: a Baader skinning machine in the main air-conditioned factory. Below: the 68.3m *Cassio*.

Fillets are packed according to species and snap frozen in three 11-station NCME plate freezers with a capacity to handle 15 tons of fillets in an 11-hour period.

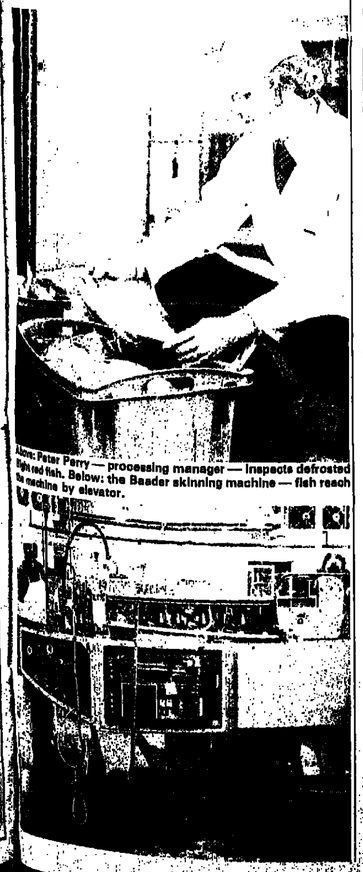
Conveyors transport offal, heads and frames from the processing section to adjoining areas for disposal. Heads are packed for sale as rock lobster bait and frames are processed in a Baader 697 flesh recovery unit. There is also provision for freezing and storing species of fish not required for filleting. These are packed for bait and other outlets.

The factory is also geared to handle fresh fish in a special receiving area.

The three 68.3 metre long *Othello* class trawlers fishing in the Great Australian Bight for Southern Ocean Fish Processors were built in the Clyde during 1966 and 1967.

Before they came to Australia they fished in the Barents Sea, inside the Arctic Circle, where sea and weather conditions can be some of the worst in the northern hemisphere.

The ships fish the Australian continental shelf between 85 and 110 fathoms using midwater and bottom trawling gear.



Above: Peter Perry — processing manager — inspects defrosted high red fish. Below: the Baader skinning machine — fish reach the machine by elevator.

STORNOWAY

Bigger boats join the fleet

DESPITE the question marks over fishing limits and quotas there is an air of quiet confidence and optimism among the fishermen at the Hebridean port of Stornoway, the 'capital' of the Western Isles.

This is showing itself in a number of ways — by the number of larger boats being introduced into the fleet; plans by the local council to develop the Western Isles as a major international fishing centre; and by a new £1.7m fish processing development at Breasclete, on the west coast of Lewis.

The herring season, however, has been a disaster, particularly for the two local boats, *Constant Friend* and *Seafarer*, as well as five of the Scalpay (Harris) fleet. The general feeling among skippers is that the Minch should be kept open with small quotas operating. This would keep prices up and help processors with their supply problems.

Following the poor herring season the Olsen fish factory in Stornoway had to issue redundancy notices to their nine permanent employees. This was the firm's worst year since it set up on the island seven years ago.

About a dozen temporary workers have also been laid off at the factory following the two month WFA trials on filleting blue whiting.

The firm is now looking forward to the west coast mackerel season but there is a question mark hanging over this part of the industry as it waits for quotas to be set. This will be thrashed out at a meeting set for today (June 16).

White fish has been very scarce with boats having to fish the rougher grounds which has resulted in a lot of damaged gear and an increase in overheads.

Skipper Donald MacKenzie of *Providence* says that white fish had been as scarce as he had ever known it. Prawn fishing had been good, however, with prices ranging from £29 to £33 per stone for the large prawns.

Sandy Bruce, managing director of the North Minch Fish Selling Co. at Stornoway, admits that the scarcity of white fish has been causing problems. Lots of large trawlers were now fishing on the west side which he thought might have something to do with it.

He claimed, however, that white fish prices at Stornoway were considered as good as other West Coast ports, such as Mallaig and Lochinvor, otherwise the local boats would not be landing at Stornoway.

Many of the local boats are in the 54ft.-65ft. class and are only capable of fishing on the west or Atlantic coast in good weather in the summer. In winter it would not be worth their while because of the broken time.

Now, however, larger boats are being introduced into the fleet. Skipper Jack Morrison of *Annandale* is chairman of the Stornoway Fishermen's Port Committee. He has recently replaced the 46ft. *Ripple* with the 73ft. *Annandale*. He has now made a few landings at the new pier at Breasclete, where his catches are consigned by road to the market at Stornoway 16 miles away.

He says: "We are able to get in a lot more fishing time on the West Coast because it saves a lot of steaming time — nine hours to Lochinver and eight hours to Stornoway round the Butt of Lewis. If you land at either of these ports you have lost almost a day's fishing. Water, fuel and ice are available at Breasclete. It will extend the life of other boats, including some from the East Coast."

Above: net repairing on the quay at Stornoway with Lewis Castle Technical College in the background. Local fishermen can get their navigation certificates at this college.

Above: an auction in progress at Stornoway fish market. A new £8,000 market is now being planned.

The scarcity of white fish may be due to the higher intensity of fishing, particularly by Eastern bloc countries, says Skipper Morrison.

A new company, W. J. Jackod (Fishing) Ltd., has been formed with a capital of £35,000 and will have fishing, marketing and processing interests. The company is based around the 73ft. *Annie Elizabeth* which is now a Norwegian automatic system, mainly landing at Breasclete.

Fishing will be carried out at Rockall, and off the Faroes. Crewmen for *Annie Elizabeth* are at present being trained in Norway. The vessel is able to shoot 240 hooks a minute.

Over £1.7m is involved in the new fishery development at Breasclete on the West Coast of Lewis. The 45-metre pier now completed has cost £360,000, and £700,000 has been spent on a new factory. In addition £500,000 has been invested in a new company to run it.

In partnership with a Norwegian concern, the Highlands and Islands Development Board has set up a new company — Lewis Stokfisk Ltd. — to run the Breasclete operation. It will be based upon a unique fish drying process developed by the Norwegians. Some of the factory's supplies will come from line fishing — reviving a traditional Scottish fishery — which will enable the units to benefit from stocks located over rough ground where trawling is difficult.

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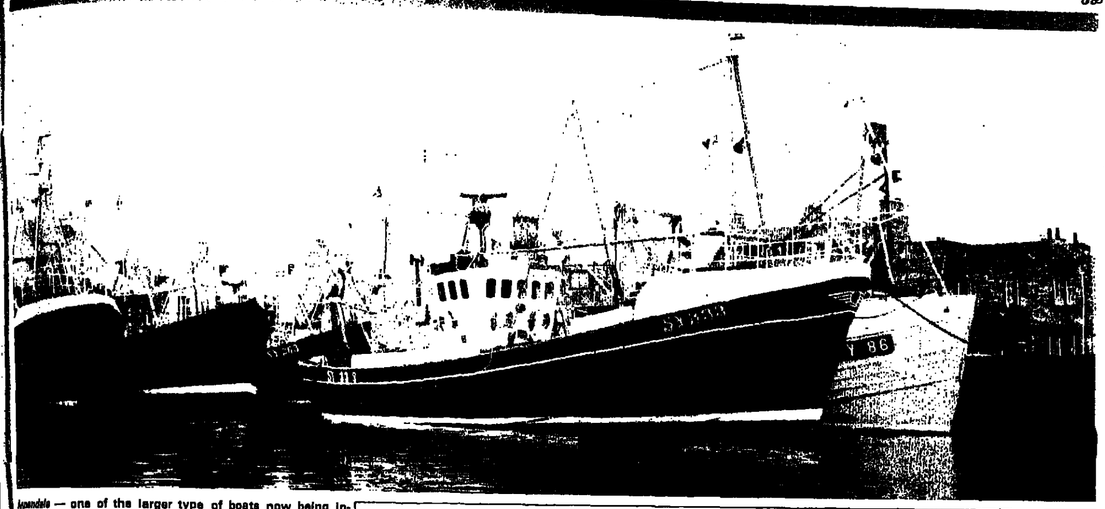

Annandale — one of the larger type of boats now being introduced to the Stornoway fleet.

STORNOWAY Bigger boats join the fleet

From page 37

The factory is expected to create 34 full-time and 15 part-time jobs. It is hoped that production will commence in August.

The species to be used by the factory will include: saithe, tusk, white ling, blue whiting and mackerel. None of these species are yet limited by quotas.

The fish meal factory at Stornoway, HB (Herring By-Products) is also planning to install discharging equipment at Bressleten so that boats will not have the long haul round the Butt of Lewis.

The Stornoway meal factory, which has been reducing sandy sprats and pout, is now anxious to know the outcome of the talks on mackerel quotas. It experienced a poor season as far as blue whiting was concerned and only about 50 per cent of last year's catch was landed this year.

Hopes for blue whiting at the meal plant took a setback when the season's catch was 50 per cent down on last year.

HB's manager, Norman Smith, felt that many of the smaller Stornoway boats could score if the assessments on sand eel potential for the Atlantic coast were good. In Shetland this type of fishing yielded about 20,000 ton per year (between spring and summer) and netted £750,000. This fishing was carried out by boats smaller than those in the Stornoway fleet.

Lobster prices at the port have been good and skin divers have been averaging 15 to 18p for clams.

The Western Isles Council has also been paying particular attention to one of their most important indigenous industries. They feel

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The board of directors of Stornoway Fisherman's Co-op. Left to right (back row): Donald Maclennan, skipper of *Kenroy*; Norman Macdonald, skipper of *North Star*; Roderick MacIver, skipper of *Sheer*; Donald Murray, skipper of *Heroine*; Jack Shaw, skipper of *Annandale*; (front row): Robert MacRitchie, skipper of *Golden Sound* and the chairman of the board: John Mackenzie, skipper of *Alpha*.

Above: Stornoway inner harbour area showing barrels ready for dispatch, the present fish market (centre) and a boat discharging fish for the reduction factory. Right: the old sail loft which has been leased to the Stornoway Fisherman's Co-operative.

STORNOWAY
Bigger boats join the fleet

from page 39

that the Western Isles should be developed as a major fishing centre at local, national and international level and that they should also create a brand image for local produce — such as the Stornoway kipper had in the past.

Because they were getting low prices for their fish and had to pay high prices for their chandlery, Stornoway fishermen decided at the beginning of the year to set up as a co-operative. A manager has now been appointed and they have been given the lease of the old sail loft on the quay at Stornoway Pier and Harbour Commission. Plans for the development of the building are now being considered.

John Nicholson, skipper of *Alpha*, is chairman of the board of directors of the co-operative which at present is concentrating on chandlery and insurance.

He said: "The co-op has only been going for a month and already it's proving a great success. In fact it's beyond our expectations.

"About 27 of the 30 based locally boats are members. Some of the Scalpay boats have also joined although they have plans of their own to form a co-operative. In the long term I suppose we will look at the possibility of buying and selling fish."

...ew unloads at the new pier at Breasclete on the west side of ... on the site of an HIDB £1.7m fishery development.

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water

£51,497: *Huddersfield Town*, Consol (Sk. W. Hardie Jnr.), 2,142k, WS, 22 days.
£37,060: *Gillingham*, Consol (Sk. J. Loades), 2,039k, WS, 25 days.

Middle water

£19,732: *Crystal Palace*, Consol (Sk. D. Shore), 797k, W, 17 days.
£18,024: *Ross Juno*, BUT (Sk. G. Cunningham), 652k, W, 15 days.
£17,914: *Ross Cougar*, BUT (Sk. J. Major), 728k, W, 17 days.
£17,524: *Ross Genet*, BUT (Sk. W. Salt), 652k, W, 16 days.
£16,662: *Ross Jackal*, BUT (Sk. P. McCarthy), 563k, W, 15 days.

North Sea

£10,972: *Loveden*, Lindsey (Sk. G. Ireland), 305k, NS, 13 days.
£8,800: *Tom Grant*, Lindsey (Sk. R. Sinclair), 310k, NS, 13 days.

Seiners

£9,345: *Christen Bank*, Jubilee (Sk. Jan Olesen), 347k, NS, 12 days.
£8,472: *Vikingborg*, Consol (Sk. L. Dam), 276k, NS, 11 days.
£8,564: *Gladnes*, Jubilee (Sk. Jorgen Olesen), 393k, NS, 15 days.
£8,297: *Falkenborg*, Consol (Sk. O. Jensen), 256k, NS, 16 days.
£7,411: *Brocklesby*, Sleight (Sk. P. Senderson), 223k, NS, 14 days.
£7,183: *Carlo*, Jubilee (Sk. G. Hansen), 286k, NS, 14 days.
£7,173: *Suromaa*, Danbrit (Sk. M. Visholm), 253k, NS, 18 days.

Pair teams

£11,730: *Golden Venture*, (Sk. A. Pulfrey), 435k, and £9,698: *Jean Scott*, (Sk. P. Scott), 385k, both John R., NS, 10 days.
£8,386: *Grenaa Star*, (Sk. K. Yates), 414k, and £8,252: *Grenaa Pearl*, (Sk. M. Potterton), 359k, both Danbrit, NS, 12 days.
£8,990: *Green Valley*, (Sk. R. Younger), 433k, and £6,919: *Geiser*, (Sk. M. Clark), 338k, both Danbrit, NS, 13 days.

Gill-netters

£5,247: *White Bank*, Consol (Sk. O. Christensen), 131k, NS, 6 days.

HULL

£57,897: *Westella*, Marr (Sk. M. Boddy), 2,623k, WS, 26 days.
£34,007: *St. Gerontius*, Hamling (Sk. P. Grayburn), 1,447k, WS, 30 days.
£23,878: *Lord St. Vincent*, BUT (Sk. A. Osler), 1,019k, NC, 24 days.

FLEETWOOD

Homewater

£19,191: *President Calvez* (French), 730k.
£15,953: *Boston Beverley*, Boston (Sk. R. Rawcliffe), 690k, 18 days.
£13,508: *Boston Explorer*, Boston (Sk. W. Anderson), 485k, 16 days.
£10,738: *Irvana*, Marr (Sk. F. Wilson), 384k, 16 days.
£9,863: *Admiral Hawke*, Hewett, 347k, 10 days.
£5,422: *Rosamonda*, Ward (Sk. K. Beavers), 350k, 12 days.
£4,245: *Resolute*, Ward (Sk. J. Wright), 120k, 15 days.

Pair teams

£19,848: *Armana*, (Sk. T. Christy), 798k, and £19,259: *Navena*, (Sk. J. Burns), 808k, both Marr, 14 days.
£22,075: *Idena*, 853k, and £14,667, *Norina*, (Sk. W. Reader), 537k, both Marr, 16 days.

ABERDEEN

£22,469: *Grampian Monarch*, North Star (Sk. A. Catto), 1,503k, S, 15 days.
£16,890: *Birchlea*, BUT (Sk. M. Taylor), 586k, F, 16 days.
£14,924: *Margona*, Wood Group (Sk. A. Phimister), 522k, WS, 10 days.
£15,569: *Grampian Chieftain*, North Star (Sk. A. Leiper), 731k, S, 17 days.
£12,483: *Grampian King*, North Star (Sk. M. Robertson), 563k, F, 18 days.
£12,445: *Admiral Mountbatten*, Wood Group (Sk. J. Wood), 495k, S, 12 days.

LOWESTOFT

£17,188: *St. Philip*, East Coast (Sk. T. Martin), 551k, NS, 11 days.
£16,143: *Suffolk Monarch*, Hobson (Sk. D. Smith), 528k, NS, 13 days.
£12,380: *Boston Defiant*, Boston (Sk. D. Fletcher), 471k, NS, 9 days.
£12,328: *Suffolk Endeavour*, Hobson (Sk. R. Atkinson), 402k, NS, 13 days.
£12,118: *Suffolk Venturer*, Hobson (Sk. H. Baxter), 401k, NS, 13 days.
£10,803: *Suffolk Craftsmen*, Hobson (Sk. R. Reynolds), 361k, NS, 12 days.

NORTH SHIELDS

£17,545: *Ben Edra*, Irvin (Sk. R. Palmer), 60,133kg, S, 14 days.
£10,042: *Ben Meidie*, Irvin (Sk. A. Coe), 36,600kg, S, 12 days.
£8,549: *Ben Glas*, Irvin (Sk. S. Sheader), 22,306kg, NS, 12 days.

Under 80 ft.

£6,310: *Scarlet Cord 111*, Irvin (Sk. G. Buchanan Jnr.), 14,082kg, NS, 3 days.
£5,874: *Persevere*, Caley (Sk. P. Johnson), 15,568kg, NS, 3 days.
£5,164: *Bishop Burton*, Newington (Sk. T. Fairley), 11,809kg, NS, 5 days.

GRANTON

£15,404: *Arctic Rebel*, Liston (Sk. J. Banyard), 1,085cwt, NS, 16 days.
£14,752: *Arctic Brigand*, Liston (Sk. A. Wood), 981cwt, NS, 13 days.
£10,272: *Arctic Invader*, Liston (Sk. J. Robb), 935cwt, NS, 9 days.
£7,073: *Arctic Crusader*, Liston (Sk. P. Wanless), 448cwt, NS, 13 days.

MILFORD HAVEN

£9,030: *Picton Sea Eagle*, Norrard (Sk. R. Foster), 302k, Scottish, 13 days.
£5,129: *Norrard Star*, Norrard (Sk. J. Rogers), 150k, IS, 13 days.
£3,549: *Westerdale*, Linke (Sk. F. Reynolds), 62k, IS, 13 days.
£3,300: *Arthur Harvey*, (Sk. J. Donovan), 66k, IS, 13 days.

KEY: BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kits; c cwt; kg kilo.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from White Sea: *Belgaum, Northern Gift* and *Northern Reward*.

From Faroe and Westerly: *Boston Kestrel, Boston Phantom, Erimo, Crystal Palace, Hondo, Okino, Ross Cheetah, Ross Cougar, Ross Jaguar, Ross Juno, Ross Kashmir, Ross Kipling, Ross Leopard* and *Ross Lynx*.

HULL

Expected during the week from White Sea: *St. Dominic, St. Giles* and *Somerset Maugham*.

PORT MARKETS

FRIDAY, JUNE 9

DUBLIN

Good supply and demand for fish *per lb.* salmon, £1.50/£1.60; grilse, £1.10/£1.25; lobsters, £1.60/£2.50; trout, 75p/£1.30; prawns, 20p/40p. *Per box*: sole, £1.10/£1.25; slip, 40p/45p; brill, 15p/28p; turbot, 15p/19p; plaice, 6p/82p; white sole, 3p/6p; dabs, 3p/6p; cod, 18p/21p; codling, 10p/16p; hake, 14p/20p; chat hake, 6p/10p; haddock, 15p/18p; whiting, 10p/12p. *Per box*: round whiting, £6/£8; ray, £10/£20.

BUCKIE

Prices: skate, £2; small skate, £1.40; cod, £3; medium codling, £4.18; small, £3.30; large haddock, £3.40; medium, £3.50; small, £2.40; large whiting, £3.30; round whiting, £2; monkfish £4.50; large lemon sole, £4.25; medium, £4.20; small, £2.60; witches, £1.70; turbot, £12; ling, £2.15; coley, £2; hake, £2; catfish, £2.30; dogfish, £1.20; large prawn tails, £25/£28; small, £12.50/£15; *per stone*.

MONDAY, JUNE 12

GRIMSBY

Supply fair, demand good: 4,800 kits from 15 boats. Prices: shelf cod, £3.80/£4.50; codlings, £3.70/£3.40; large haddock, £4.50/£4.80; medium haddock, £3.80/£4.40; small haddock, £2/£2.80; large plaice, £4.30/£4.80; medium plaice, £3.90/£4.90; best small plaice, £3/£3.80; skinned dogfish, large, £10; medium, £8; saithe, £1.32/£2.20; lemon soles, large, £6; medium, £5.

HULL

About 1,100 kits from an Icelandic vessel. Prices *per 10 stone kit*, heads on: shelf cod, £32.50/£37.50 (average £34.15); shelf codling, £32.90/£34.25 (£33.60); coley, £18.40/£19.25 (£18.80); haddock, £20.

FLEETWOOD

Prices: megrima, £14/£22; English cod, £34/£40; plaice, £24/£40; haddock, £20/£44; conger eel, £12/£30; lemon sole, £27/£30; ling, £23/£27; hake, £62/£86; dogfish, £18/£18; monkfish, £36; roker, £29/£40; gurnard, £8/£16; *per 10 st. kit.*

MILFORD HAVEN

113 kits from two boats. Prices: squid, £40; medium cod, £39.50; codling, £39; large plaice, £45; medium, £40; small, £22; turbot, £105; whiting, £14/£20; Dover sole, £140; slips, £120; brill, £43; large ray, £36; medium, £30; small, £22/£24; dogfish, £15; *per 8 st. kit.*

ISLE OF MAN
MONDAY, JUNE 12

12 boats landing at Peel. Prices: herring 8¼ units landed at £20.80/£26.20 *per unit*. 32¼ units landed at £41/£45.30 *per unit*.

TUESDAY, JUNE 13

78 units landed at £30/£54.90 *per unit*. 38 units landed at £55/£61.20 *per unit*.

TUESDAY, JUNE 13
ABERDEEN

304 tonnes from 12 Barents Sea boats. Prices: cod, £26; large codling, £25.80/£26.80; medium, £25/£26; small, £20/£25.70; saithe, £22; *per cwt*.

ABERDEEN

Prices (Faroe): cod, £26.50/£27.50; large codling, £31/£39; medium, £27.40/£33.60; small, £24/£28; ling, £17/£24; tusk, £22; saithe, £14.60/£16; extra large haddock, £36.50/£37; large, £34.50/£39; medium, £38/£39.50; whiting, £26; lemon sole, £36/£38; plaice, £33/£38; *per cwt*. halibut, £8/£14; *per stone*.

ABERDEEN

Prices (North Sea): cod, £21/£24; large codling, £26.50/£31.50; medium, £27/£31.50; small, £20/£27; ling, £18/£19; hake, £57/£68; saithe, £11.30/£16; large haddock, £32/£37; medium, £29/£33; small, £16/£28.40; whiting, £21.40/£28; lemon sole, £50/£55; plaice, £21/£34; *per cwt*. halibut, £8.20/£16.20; *per stone*. salmon, £1.42/£2; grilse, £1.50/£1.80; trout, £1/£1.41; *per lb.*

LOWESTOFT

1,330 kits from five boats. Prices: cod, £28/£35; large plaice, £38/£41; medium, £36/£42.50; small, £30/£36; codling, £20/£26; large haddock, £40/£44; small, £28/£38; large roker, £36; small, £30/£32; lemon sole, £33/£46; catfish, £22/£24; whiting, £10/£12; brill, £45; dabs, £18/£22; monkfish, £60; dogfish, £20.

NORTH SHIELDS

Prices: large cod, £26.50; medium, £27; selected small, £23; small, £15/£18; large dogfish, £16; small, £11; large haddock, £26; medium, £24.50; selected small, £21/£22; small, £14.25/£17; selected whiting, £13.25; large lemon sole, £47.75; medium, £42.25; small, £28; large plaice, £20.50; medium, £22; small, £12; *per 40 kilo unit*.

PETERHEAD

1,832 boxes landed from nine boats. Prices: cod/codling, £3.50/£4.40; whiting, £3.30/£3.70; coalfish, £2.20/£2.40; monkfish, £4.80/£5.10; catfish, £2.70/£2.90; hake, £7/£10; ling, £2.60/£2.80; plaice, £2.50/£3.80; *per stone*. large haddock, £31.50/£34.60; medium, £25/£29; small, £19.80/£23.50; *per box*.

NEWLYN

Prices: bass, £1.30; *per lb.* large dogfish, £2; medium, £1.50; small, 80p; large brill, £9; medium, £7; large dabs, £2.60; small, £1.50; large conger eel, £3.50; medium, £2; small, £1; large mackerel, £1.50; medium, £1.20; ordinary medium, £1; small, 80p; large John Dory, £12.50; medium, £8; small, £6.50; coley, £2.50; gurnard, £1.20; large whiting, £2.50/£3.50; red mullet, £12; ling, £2.70; large pouting, £2.50; medium, £1.50; cod, £3.60; turbot, £17.50; pollock, £3.60; large plaice, £5.50; medium, £6; small, £3.50; large lemon sole, £7; medium, £5.50; small, £2.50; large Dover sole, £20; medium, £18.50; slips, £12; squid, £5.70; monkfish, £11; large skate, £5.40; large ray, £5.30; large medium, £3.50; medium, £2.50; small, £1.20; *per stone*.

BRIXHAM

Prices: large plaice, £4.50; medium, £4.50; small, £2.80; turbot, £15.80; small whiting, £2.20; large, £1.80; brill, £8.40; large lemon sole, £8.50; small, £4.60; large Dover sole, £20; medium, £22; slips, £13; ray wings, £6.50; conger, £2; squid, £7.50; monkfish, £8.40; large dabs, £3.50; medium, £2.50; small, £1.20; *per stone*.

BILLINGSGATE

ON TUESDAY 106 tons were delivered. Average selling prices on merchants' stalls: salmon, English, £1.80/£2.35; Scotch, £1.80/£2.35; Irish, £1.80/£2.35; grilse, Irish, £1.05/£1.80; Scotch, £1.05/£1.80; salmon trout, £1.10/£1.70; rainbow trout, 45p/65p; soles, tongues, 60p/65p; slips, 70p/85p; medium, 90p/£1.87; large, £1.45/£1.60; eels, £1.10/£1.40; foreign smoked salmon, £3; *per lb*; large turbot, £16.80/£18.20; medium, £9.80/£11.90; small, £7/£9.10; large brill, £7/£9.10; medium, £4.90/£6.30; small, £2.80/£3.50; English plaice, ¾lb-1½lb, £4.60; 1½lb-2½lb, £4.60/£5.10; large halibut, £15.40/£17.50; medium, £15.40/£17.50; small, £8.40/£11.20; selected lemon sole, £5/£7.50; large witches, £4/£4.75; small, £3/£3.75; headless home water cod, £6; fillets, shelf cod, £8.40/£9.80; bulk, £7/£8.50; bream, £10; coalfish, £3.30/£3.90; haddock fillets, £9.50/£11.50; small English dogfish, £6/£7.50; large, £9/£11; mackerel, £3; London cured dry haddocks, £9; dry fillets, £10.40; golden cutlets, £8; filleted kipers, £6/£8; selected kippers, £6/£8; monkfish (skinned), £8; bass, £18.20; grey mullet, £4.20; squid, £16; large roker, £8.80/£9.60; medium, £6.80/£7.90; small, £3.60/£6; red mullet, £14; large conger, £2.80/£3.60; small, £1.80/£4.40; *per stone*.

SHELLFISH

SELECTED LOBSTERS, £2/£3; unsorted, £1.50/£2; crabs, over 3lb, 35p/55p; under 3lb, 20p/45p; small, unsorted, 8p/30p; prawns, 75p/90p; *per lb*; scallops, £1.80; *per dozen*; Irish winkles, £16; *per cwt*; whelks, 60p; *per bushel*; shrimps, brown, £1.40/£1.60; pink, £1.40/£1.60; English cockles, £2.10/£2.30; *per gallon*.

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VESSELS FOR SALE

BOX 883 vessel now sold, thanks for all enquiries.

LICENCED passenger vessel, DTI class 6, 55ft. x 12ft. x 3ft. 6in., 65 passengers, can be inspected, survey report and photos available, reasonable, berth needed for replacement. Telephone: 0262 75663.

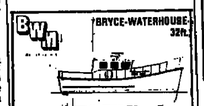
CYGNUS 32ft., 18 months old, Perkins 150hp, stern gantry, Self Change gearbox 3:1, ¾ ton trawl winch line pot hauler, Seavoice VHF, Morse controls, Decca and Koden sounder on hire, three Boris trawls, nine baskets of lines, four fleets of nets, telephone Helston G1697.

47ft. trawler for sale, built 1967, Deutz 256hp engine, six berth, aft cabin, steel wheelhouse, R/T and sounder owned, VHF hired, three trawls, Sherriff, Old Telegraph, Llanellian, Anglesey, telephone Amlwch 830069.

PILOT 520, 1974, Cathedral hull, fully equipped, little used, trailer and 33hp Johnson. Telephone: 08242 3207 will split.

EX demonstration 20ft. x 9ft. beam, wood clinker built work/fishing boat with 25hp Lister, ST3 MGR2 engine with 2:1 reduction, bargain £7,000 o.n.o. Telephone: Bosham (0243) 572239.

HALMATIC 36ft. x 12ft 10ins. x 4ft., forward wheelhouse, large open deck, small fish hold, Perkins 6354/3:1 reduction, 2 ton split hydraulic winch, Lebus spooling, auto pilot, KH MS 39 sounder, Sailor VHF, cooker, sink, 4 berth, gantry aft, ¼ ton pot hauler, WFA grant and loan transferable, offers close 5th June 1978, fishing from Caernarvon, N. Wales. E. Owen, 12 Bro Arfon, Upper Llandwrog, Caerns.



20ft. open motor boat, clinker, 10hp electric start Lister diesel, £1,200. Telephone: Salcombe 3479 or 2903.

Originally built for shark fishing and an ideal boat for charter work etc. 36ft. MOTOR CRUISER, double diagonal hull in mahogany, petrol engine Chrysler V8 235hp recently overhauled, 11ft. 3in. beam, 3ft. 6in. draw, 25-30 knots, w.c., sink unit, sleeps four, large open deck, ship to shore 88 Sailor radio, automatic bilge pump, sea-safe automatic fire extinguisher.
Boat in excellent condition, hardly used owing to business commitments. Lying Ilfracombe harbour.
To inspect and further details, please telephone: (0271) 63881.
Price £13,000.

1974 24ft. MacBoat, McKay hauler, sounder, ideal single handed creel boat. Telephone: Ballachuliah 396.

23ft. x 9ft. x 3ft. GRP strongly built, forward wheelhouse in varnished mahogany. A professionally built boat with extremely good lines and sea keeping qualities, powered by Mercedes 636 through TMP hydraulic gearbox. Morse steering, sounder, 45mm-reel chain, wipnr, nav. lights, two bilge pumps, safety equipment, little used and worth seeing, £5,200 o.n.o., telephone Robin Hoods Bay 694.

NEW crabber 33ft. x 12ft. 6ins. x 4ft., flush deck, large fish hold, teak woodwork, well fitted wheelhouse, cooker sink, Helman and crew, seating for six, foremast and derrick, mizzen mast, Gardner 6LW, 2:1 hydraulic gearbox, Depmar sounder, radar, VHF radio, hydraulic steering, offers. Telephone Littlehampton 7643 evenings.

1975 Versatility GRP 30ft., forward wheelhouse, sealed decks, fishold, mizzen, Petter 45hp engine, Hydema line/net hauler, Koden sounder on hire. Seavoice VHF boat's property. £9,950 (no offers). Telephone: Whitby 2154 evenings or 5265.

36ft. steel Fishing Boat, Dutch built, 1974, two ton trawl winch, set trawl doors, two trawls with new wire, hydraulic pot hauler, forward and aft gantry, forward wheelhouse, 115hp Perkins engine completely rebuilt November 1977, new Berg Warner 2:1 reduction gearbox, completely re-wired, VHF radio, new Ferrograph, echo sounder, new propeller, Kort nozzle new deck lights, forward accommodation, new batteries, working from Arbroath. Telephone: Arbroath 75362.

52ft. trawler for sale, 240hp, under 25 tons, VHF, Decca etc., ready at present fishing, offers to Box No. 894.

37ft. x 14ft. x 7ft. French crabber, heavy built redwood on oak, lovely condition, fully reconditioned engine 145hp Perkins, liferaft, sounder, radar, capstan, forward wheelhouse, also rigged with scallop poles and stern gantry and pot lifting jib, mooring available, £13,500, Telephone Fareham 4360 or 51226.

SIDE TRAWLER,
built 1960, oak on oak, 58/17 x 8 ft., engine: Grenna 2 cylinder 220 hp.
All electronic equipment, power block.
£40,000

ANCHOR SEINER,
built 1968, oak on oak, 58/17 x 7 ft., engine: Hundested 2 cylinder 120 hp, rope drums, power block, electrical equipment.
£72,000

SIDE TRAWLER,
built 1973, steel, 96/24 x 11 ft., engine: Grenna 6 cylinder 600 hp, Norlau hydraulic winch, net drums, all electrical equipment, ice and fish sorting machine.
£300,000

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NORTH SEA ROPE & SHIP AGENCY
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Tel: 05-127507. Telex: 54231 Ehalas

FOR SALE M.F.V. EFFICIENT
Built Monrose 1950. 75ft. x 18ft. x 14ft. 8in. x 8ft. 40 tons gross. Equipped gillnet both sides, trawl winch, steel wheelsnack and Duzer hydraulic landing winch. Engine 360 Dorman with 4.1 Reduction gearbox 12hp Aux. for lights. 3-blade propeller.
Decca Radar, Sailor S.S.B. 1626 RT. Echo sounder on hire
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SIDE TRAWLER 1961, 52ft., 180hp.
STERN TRAWLER 1974, 40ft., 195hp.
SIDE TRAWLER 1970, 40ft., 180hp.
SIDE TRAWLER 1959, 56ft., 280hp.
For full details of these and many other boats telephone
Mike Blundy
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RENILDE BM94

Steel trawler, built Holland 1965. Length reg. 59-ft x 18 x 7. Under 25 tons. Kromhout 190 hp plus nozzle. New hydr. steering and batteries Jan. 1978. Engine fully overhauled Aug. 1977. Fitted out trawling and scallop dredging. Owner now purchased larger vessel.
For further information contact Fleetwood 5983

FOR SALE BY PRIVATE BARGAIN
M.B. "REPLENISH" (BF84)
Length overall 62.5ft., registered length 77.4ft., breadth 22.85ft., depth 9.6ft., tonnage gross and net 66.61. Built of steel by H. McLean & Sons, Renfrew 1971. Fitted with 488hp Blackstone diesel engine, 15hp Lister auxiliary, 11 ton Norwinch sand winch, pors and starboard gallows aft., wheelsack, Rapp 10in. power block, three ton discharging winch, seine net winch by Norwinch, Searles collar.
Equipment owned: Type 17 radar, MS44 echometer, Kelvin Hughes fishscan, Kelvin Hughes autopilot, Pye-land VHF, Sailor 100 R/T, MS33 echo sounder. Elac sonar.
Hired equipment: Decca Navigator Mark 12 and plotter, Sailor R/T 144 VHF, Furuno radar.
Fishing gear comprising three herring pair trawls, two white fish single boat trawls, three x 8ft. trawl doors, two x 800 fathom 2in. warps to be sold with vessel.
Vessel meantime fishing but will be made available for inspection by arrangement.
Offers to be lodged with Geo. Walker & Sons (FR) Ltd., 118 Shore Street, Fraserburgh.

FOR SALE BY PRIVATE BARGAIN
M.B. RADIANT MORN FR.22
Built of wood by Jas Noble (Fr) Ltd. Fraserburgh in 1954.
Overall length 72ft. Registered length 58.1ft. Breadth 19.1ft. Depth 8.9ft. Tonnage 52.69
Caterpillar D343 engine 345 hp. Installed 1968 (works overhauled June, 1978, hours since June 1978.
AVA 1 single cylinder Peters auxiliary engine Mastra hydraulic combined sidewarp and winch. Rapp 18" power block. Tentford hydraulic steering. Steel w'whelsack. Selco mast bins
ON HIRE: Decca Mk 12 navigator. Kelvin Hughes type 17 radar with DRM. Sailor SP 074 VHF radio.
BOAT'S PROPERTY: Wesdacon Clipper 100 radio telephone. Elac sounder and fishfinder.
Vessel is equipped for herring pair trawl, seine net and white fish trawl and a quantity of gear will be included in the sale.
The boat is at present lying at Fraserburgh and arrangements for inspection can be made by applying to:-
RICHARD IRVIN & SONS LTD.
Shore Street, Fraserburgh. Telephone: 3102
With whom offers should be lodged before 30th June, 1978.

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M.F.V. 56' x 18' x 7'

Lying at Plymouth (0752) 60163
PRICE £7,000 or nearest offer
Wheelhouse structure needs attention.
Equipment: Kelvin Hughes Radar.
Liferaft: Particulars on application.
Engine: Perkins BHP 240.

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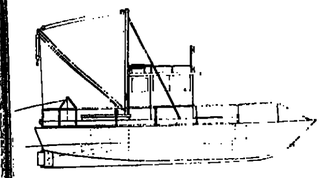
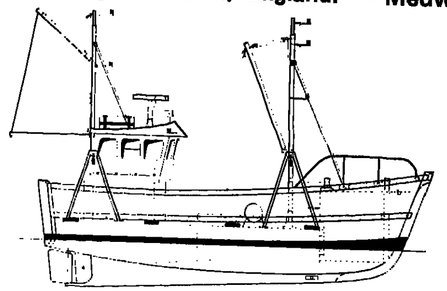
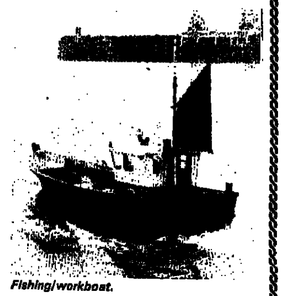


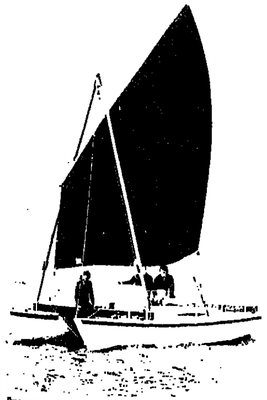
Fishing/workboat catamaran (recently supplied to Ghana, Nigeria).



37 ft./42 ft. trawlers/workboats-timber-GRP.



Fishing/workboat.



Prototype sailing fishing catamaran.

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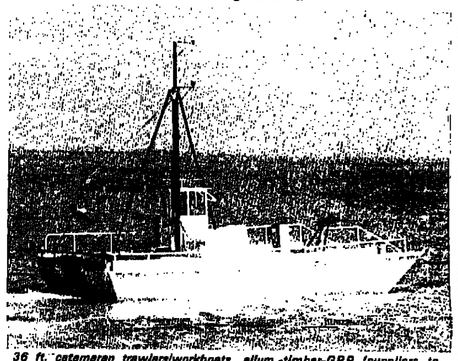
ALSO INCLUDING DRY DOCK FACILITIES UP TO 75FT.



36 ft. catamaran trawlers/workboats, allum.-timber-GRP (suppliers to Dakar).

FOR SALE
MFV
"ACCORD" (FR.11)
Built of wood by J. & G. Forbes Co., Sandhaven, Nr. Fraserburgh, 1968.
Overall length 54ft., registered length 50.5ft., breadth 18.2ft., depth 5.0ft., tonnage gross and net 23.16.
Main engine Kelvin T6G 240hp at 1000 rpm. J1:1 reduction gear/Kort nozzle, Tentford H70 steering gear. Marine hydraulic combination winch. Coltermarine power block.
BOAT'S PROPERTY: Saxon Warrior SSB R/T, Marconi Graphette echo sounder, watch keeping receiver.
ON HIRE: Marconi Koden Fish graph K echosounder, Kelvin Hughes 17 radar with DHM, Sailor R/T 144 VHF, Decca MK12 Navigator and track plotter.
Quantity of fishing gear.
Offers for the above vessel should be sent in sealed envelopes not later than 3pm on 14th July 1978, when they will be opened to:
PETER & J. JOHNSTONE LIMITED
7 Balaclava, Fraserburgh AB4 5EB
Telephone: (03462) 2356 and 3663
For further details and viewing arrangements may be obtained.

FOR SALE BY PRIVATE BARGAIN
MV "TWILIGHT STAR" (B141)
Built of wood in 1958, length overall 54ft., breadth 17.6ft., depth 8.9ft., engine Gardner 3:1 reduction, 115 Hughes MK24 echo sounder, Marconi radio. On hire: Decca MK21, Corvette VHF., Decca radar 36 NM.
Vessel is equipped for herring pair trawl and can be inspected at Portavogie, Co. Down, Northern Ireland.
Further details telephone: Portavogie 596 or 535

35ft. x 11ft. x 4ft. 6in. steel transom stern MFV, forward wheelhouse, Gardner 6LW, hydraulic S/B winch, used for beam trawling, gill nets and pots boat's property VHF, R/T, four man liferaft, large deck area, boat built 1974, price around £6,000 or would part ex. for larger MFV with Gardner engine, telephone 0632 654002.

Buying or selling a vessel?
Telephone now for a fast and efficient personal service.
We specialise in motor fishing vessels, tugs, coastal vessels and workboats.
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32ft. fishing vessel, Peters engine, Parsons 2:1 box, diagonal mahogany construction, forward wheelhouse with hydraulic steering, VHF and sounder, all gear, ready for fishing, £4,000, willing to take smaller boat as part payment, apply 309 Norwich Road, Wisbech.

M/V ARGYLL OWL
Built 1964 by Scheepsl. Netherlands. Dimensions 47ft. x 11ft. x 4.4ft. Construction hull all welded steel, super structure aluminium.
Machinery. main engine 165 bhp Mercedes., new 1970, propulsion Schottel SRP 78/60 new 1977, auxiliary generator Lister, fuel tank 300 gallons, consumption 2 gallons per hour at 14 knots.
Auxiliary equipment Decca radar, Seavoice VHF, echo sounder, 20 man liferaft DTI approved, lifebuoys.
Accommodation bridge mess for 12 persons, toilet and galley.
PRICE £14,500
Apply: Offshore Workboats Ltd., Sanrig, St. Boswells, Roxburghshire, Scotland. Telephone St. Boswells (05352) 2483.

Silver Fern, overall length 54ft. x 17ft. 6in. x 7ft. 6in., registered tonnage 30. Built 1960 Fairly Yacht Slip, engine 144hp Gardner complete overhaul March 1977 including reduction gear. Boat fitted for trawling and sheaved for scollop, wheelhouse, equipment Decca Mk12, multi-channel VHF, Falklands single side band radios, Decca 110 radar, Kelvin Hughes sounder, six man liferafts, survey 1978. Offers over £15,000. Telephone: Tarbert 270 or 872.

FOR SALE MFV 32ft. x 9ft. 6in. x 2ft. 9in., 120hp Perkins diesel, Seavoice radio, Seascribe sounder, forward wheelhouse, cabin, cooker, fridge, toilet, electric winch, navigation lights, compass etc., all in good condition. £5,000 ono. Telephone: Dover 202746.

FOR SALE at reasonable price, 36ft. x 16ft., seine net fishing boat, 88 hp Kelvin marine engine, Alternator, stern gear, all fishing gear. — Telephone: Aberdeen 691947.

PLYMOUTH pilot 18ft., Lister ST2, Seawinch 1000lb clutched hauler, £3,850. Fairway potter 25, Volvo 25hp £11,500 Treeve DS25, Perkins 4236, £5,950 Aquastar 32 £11,950. Plymouth pilot 18ft. Stuart Turner 9Lp £3,575. Ross MacKenzie Brokerage, Holton Heath Industrial Estate, Lutchett Minster, Poole, Dorset, telephone: Lytchett Minster (020 122) 4772 ansafone.

FIRMHELM LIMITED
PWLLHELI BOATYARD,
OUTER HARBOUR,
PWLLHELI — (0758) 2251
GWYNEDD
Lochin 33 "Sika" built 1976. Ford Turbo-plus 250hp diesel, very full specifications including radar and VHF radio.
£19,500
Fairy Huntress 23 "Lazy Doll", two berth sea going sports cruiser, single 86M 120hp diesel, excellent inventory.
£4,300

STERN trawler, 38ft. x 13ft. x 6ft., approx. DNK4 Baudouin, forward wheelhouse, gallows aft, trawl winch, VHF, sounder, Decca etc., rigged bottom trawling, working, full details Box No. 883.

STEEL fishing boat hull, 31ft. 6in. x 10ft. 10in. x 2ft. 6in., built jig, steel plate, two fuel tanks, no engine or other equipment. Lying in our yard. Offers invited. Winters Boatyard Ltd., 23 Fore Street, Salcombe, Devon, telephone: Salcombe 2561.

LOCHIN 33 forward wheelhouse, 170hp Perkins, G500 Ferrograph, Seavoice hydraulic capstan. — Telephone: Weymouth 72597.

36ft. fishing boat, 12ft. 6in. x 4ft. 6in., aft wheelhouse, transom stern, Perkins 6354 completely rebuilt October 1977, Masson hydraulic pot, 8.1:1 reduction, Hydema winch, fishpower hydraulic steering, MS39 Seavoice VHF, MK12 Decca Navigator, full fishing gear, £15,000 ono. Telephone: Lowestoft 61277.

For sale by private bargain
MB OCEAN GAIN SY 82
Built of wood by Gerrard, Arbroath, in 1968.
Overall length 75ft., breadth 20.5ft., depth 9.5ft. Tonnage gross 74.21. Gardner engine 152hp. Boat's property: MS 44 sounder, Rescu-fone, Watchkeeping receiver, Sailor SSB RT. Sailor multi-channel VHF. On hire: Decca Mk 12, Kelvin Hughes 17 radar. Vessel completely rewired 1977 (110 and 24 volt). Steel whaleback, spare propeller, DTI survey will be completed before sale of vessel which is meantime fishing out of Stornoway.
Offers and arrangements for inspection to be made to: North Minch Fish Selling Co., telephone 0851 3368, or Mr. M. Murray, 27 East St., Sandwick, Stornoway. Telephone 0851 2911.

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MFV "MAIGHDEAN BHAN" (SY193)
Built of wood in 1967 by MacMillans, Fairlie. Length overall 60ft., breadth 20ft., registered tonnage 37.1., engine 240hp Caterpillar D343, Sutherland trawl winch, engine completely overhauled March 1977, and boat re-wired.
Equipment belonging to boat: Sailor radio, fishtape, Kelvin Hughes echo sounder.
The boat is rigged for trawling and a quantity of gear will be sold with the boat.
Best offer secures.
May be inspected at Isleornsay, Skye. Enquiries to Murdo MacLeod, Isleornsay 270 or 266.

1976 MFV Gardner Berg Warner 2:1 box, 30ft. solid timber with sidewalk, 8ft. steel fishing gallows, £5,000 nett and all ancillary gear telephone [illegible] (telephone 086 20137). Green [illegible]

Official and Classified ADVERTISEMENTS

Continued from Page 45

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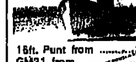
CYGNUS WORKBOATS
Fitted out to owners requirements.



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GM21 from £4,975
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24 hours answer phone 7 days a week.

32ft. *Lochin* Fast Fisherman, powered by 210hp Sabre diesel, equipment includes Seavoice VHF, Viking *Princess* VHF, Simrad sounder, Seascan radar, Shorlis-Ami compass and repeater, Necc capstan, RFD 10 man liferaft all boat's property. On hire Decca Mk.21. Boat is in excellent condition and ready for work. Price £18,500. Telephone: Worthing 38076.

23ft. x 8ft. x 2½ft. conventional carvel hull, *larch on oak to W.P.A.*, fitted 30 BHP diesel 2:1 reduction, stern gear fitted, prop. and shaft, price £4,150, *completed craft to* customers requirements, Adams, Boatbuilder, Looe, Cornwall, telephone Looe 2081.

MB 'HOPEFUL II' (WK 445)
1959 Summers, Fraserburgh.
larch on oak. Registered 9.73 tons. 35.0 x 12.8 x 5.8. Lister 88hp, 3:1 reduction 1973. Sailor R/T 144 boat's property. Decca Mk21, Koden SR 588 on hire. Fifer capstan. Three berth cabin forward. All running gear and quantity of lining gear included in sale.
Currently at Peterhead.
Tel: Steyning 710501

FY 104 FV "Snow Drop", 44.4ft. x 13.8ft. x 6ft., pitch pine on oak, Kelvin main engine, Lister wing engine, recently refitted and part converted for living accommodation, £5,000 spent on vessel in last year, suitable fishing conversion, back to sail? Excellent survey report available, £7,950 ono. Telephone Penryn 73963 (Cornwall) for further details.

39.9ft. x 14.6ft. x 8ft. trawler, built Nobles, Girvan 1950, Gardner 6LW 2:1 reduction, hydraulic 1½ ton winch, Seavoice VHF, Seaveyor 36 radar, Woodsons R/T, MS 38 sounder all boat's property, wired for Decca 21, telephone 0948 3983.

VERSATILITY 26ft., purpose built angling/fishing, aft wheelhouse, Morse control, licenced, £1,500 refit April, electrics, fitteaving gear new. Price £6,300. Telephone Thanet 23107/23053.

IP 23, length 23ft., beam 9ft. 9in., draft 3ft., Lister SW2 MCR 16hp diesel engine, with hand and electric start, Jabsco power bilge pump and teleflex steering. *Offers*, Box No. 878.

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Wooden vessel built 1953, re-singled 1969 with Hamachel six cylinder 180hp, registered length 39.4ft., breath 14ft., GRT 17.27, NRT 7.77, fitted for trawling, trammel nesting and potting, R/T sounder and watchkeeper all ship's property. Navigator, radar and VHF on hire.
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Telephone: (0262) 78898

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50ft. steel trawler, 265 hp engine recently fitted, £12,000 refit just completed, fully equipped and now working, ono £25,000, telephone 0562 700328 or 700070.

STERN trawler 50ft. x 15ft. 8ins. x 6ft., *Gardner 5L3 85 hp*, Skagen winch, six-man liferaft, Kelvin Hughes sounder ship's property. *Sailor R/T on hire, full trawl gear*, fishing N. Donegal, telephone Dunfanaghy 90.

FISHING cruiser, 24ft. clinker beach boat, 22hp Sabb diesel, water cooled, two-berth cabin, galley, toilet, lights, anchor, electric winch. VHF transducer, complete trawl gear, 1973, little used, lying Rye, £4,500. Telephone: Hastocks 3243.

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34ft. x 9ft. 6in. beam, 4ft. draught. BMC diesel, all fishing gear included
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SEAWORKER 22, 1975, Ford 68hp, echo sounder, Enfield 2-drive, good condition, delivery arranged, £3,000 o.n.o., telephone Glencaple 314.

MFV "SEEKER", registered No. CN151. Built 1969 Noble, Girvan. Length 39.55ft., breadth 15.35ft., depth 7ft. 11in., tonnage 18.94. Engine R6 Kelvin, Mantra trawl winch. Equipment owned Kelvin Hughes radar, Simrad sounder and MS28 sounder, Viking VHF Sailor radio. Mk12 Decca on hire. Telephone: 0498 2123.

28ft. x 8ft. 4in. x 3ft., built 1960, aft wheelhouse, mizzen, VHF, sounder on hire. Reconditioned BMC 40hp. £3,850. Telephone: Penzance 3040.

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32ft. angling and workboat, carvel, double diagonal, 30hp Atlas Craig, large wheelhouse, cooker, compass, Ferrograph, two bunks, new mast and boom, offers around £3,500, lying at Exmouth, telephone Taunton 83770.

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(BK227)
Over 30-years-old. 38ft. x 11ft. 72 Lister engine, fresh water cooled, engine 7-years-old. Vessel fitted with a Catermaina pot hauler 2 ton, vessel also has boat's equipment Ferrograph echo sounder and Seavoice VHF.
FOR SALE 14 *monofilm nylon kingfisher nets. 100 yards x 90md. x 5½in. mesh, nets* fully rigged and unused.
Offers in writing to:
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Telephone: Eyemouth 50360

SEAWORKER 22 angling workboat, GRP 1974, BMC diesel, cheap for quick sale. Telephone: Blackpool 0253 48657.

27ft. dinz. ⅓ deck fishing boat, Lister engine, stern gantry, capstan, winch, in first class condition, many more extras, £8,750 o.v.n.o., telephone Grundisburgh 763.

LICENSED passenger vessel DT1 class six, 55ft. x 12ft. x 3ft. 6in., 55 passengers, can be inspected, survey report and photo's available. Reasonable berth needed for replacement. Telephone: 0262 75663.

27ft. dinz. ⅓ deck fishing boat, 12 months old, 2.2 litre BMC *marine diesel, forward cabin, sleeps* two, £5,750, Tubyrne Tarrack, Goldfishney, Penzance, Cornwall.

38ft. stern trawler, built Clyde 1974, Lister 88hp complete overhaul 1977, sounder, VHF boat's property, Clampits with fresh ready for sea. Telephone: Dymchurch 50139.

MFV built 1972, length 38ft. x 13ft. x 4ft. 6ins., engine 106 hp Ford 2:1 reduction, half-ton belt-driven winch, *forward* wheelhouse well-deck aft, varnished hull, enquiries Box No. 888.

CRUISER 25ft x 9ft 6 in. x 3ft., engine 1.5 BMC, two berth, flush toilet, echo sounder, elect. log, compass, navigation lights, ideal for fishing parties. £3,975. Telephone: Southampton 447625.

LOBSTER boat, built Eyemouth 1969, larch on oak frames, 27ft. x 10ft. x 3ft. 4ft fibreglass wheelhouse, engine Perkins 4236 72hp overhauled May 1978, PNP Duerr pot hauler. Telephone: 0665 720383.

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MK 2 Shetland gutting machine, L/W hydraulics, in good condition, unused since last overhaul, offers to LHD Ltd., 5 Alexandra Buildings, Lerwick, telephone Lerwick 3768, telex 75398.

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All machined gurdies and drums. Hooks, line, twine, etc. long line hooks and swivels.
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Fully rigged as above.
0.40 twine 3½" Mesh to Fish 60 yds. x 60 meshes deep £47.05
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PLEASE ADD £2 PER NET CARRIAGE 8% V.A.T.
We also supply wrack nets, ray nets, dangle nets, beach seine nets, eel fyke nets, bream trawls, sand eel seines, herring nets. All rigged to the same high standard. Expeditious service.
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"	40½	4½,4½,5.5in	120 "	£18.05p
"	70½	3½in	120 "	£30.45p
"	40	4½in	100 "	£18.95p
"	70	5in	100 "	£24.70p
210/9 (32)	40½	4in	200 "	£44.45p
210/12 (42)	14½	4,4½,5in	40 "	£8.10p
"	14½	4,4½,5in	120 "	£12.60p
"	30	4,4½,5in	100 "	£18.95p
"	30½	5.5in	120 "	£21.90p
"	40	4½in	100 "	£21.25p
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One 24 head plaice guillotine, one 24 head new, one 12 head per side, plaice guillotine
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YANMAR diesel engines.
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Telephone Tayport 3230 (Open six days including Sunday. Closed Tuesday only).
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TRACES for cod, mackerel and pollack, 3 hook to 30 hook, SAE for price list, trade enquiries welcome. Cornish Feather Traces, P.O. Box 7, *Penzance.*

We specialise
In scallop & queenie dredges, tow bars and bridle chains electric & diesel sorting machines, *electric and diesel* shellfish elevators.
All items are manufactured to customers *requirements. We offer* all types of repair service and prompt delivery. Estimates free of charge.
For further enquiries please contact Messrs
Andrew Galloway
Bridge Mill Smithy, Girvan, Ayrshire
Telephone Works Girvan 2380
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NEW 60 FATHOM trammel net, fully rigged, 30 deep, £13 10.31 deep £11.30 including VAT, carriage paid C. P. Harvey, 58 Manor Road, Selsey, Sussex.

ENGINES FOR SALE

NEARLY new Mercedes 170hp diesel engine, hydraulic gearbox, all extras, two months use only, £11,650 o.n.o., telephone Penryn 74764 evenings.

GARDNER 6LX, used, ex truck engine, matched with new parts and dyno tested, choice of gearbox, from £2,150 plus VAT. Ford engines to similar specification, from £1,250 plus VAT. Lomking Marine, 28 Brighton Road, Lancing, Sussex. Telephone: (0903) 3[illegible].

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For your new or reconditioned marine engine
(all types)
S.W. ENGLAND DISTRIBUTOR FOR
T.M.P. GEARBOXES
SALES SERVICE SPARES
Overhaul, repair, *rebore*, reconditioning work undertaken by specialists
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MARINE engines 5hp Petters, 12hp Petters, one 160hp heavy duty engine with Reintjes gearbox and heat exchanger, Forsyth Hamilton, Ardrishaig, Argyll. Telephone: 290.

16hp Enfield diesel 2:1 reduction gearbox, £225 o.n.o., or will split, Scammell D/D gearbox recent reconditioning, £110 o.n.o., Jones, Tyddyn Bach, Hodafon Isaf Dulas, Anglesey, Gwynedd.

GARDNER 6L3
182hp 2:1 reduction, complete with tube shaft propeller and controls all working, may be inspected at Portsmouth. *Please contact:*
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Telephone: Portsmouth 847[illegible]

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PETTER B4 for spares, little running since new, telephone Duntocher (0389) 78614.

FOR Sale reconditioned Ford six cylinder engine with 73C hydraulic gearbox 2:1 *reduction.* Also 2 2in. x 10ft. 6in. stainless steel shaft, brand new, offers. Wanted 72C direct drive gearbox. Telephone: Plymouth 76342.

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ONE six or eight metre solo beam trawl, in good condition, ready to shoot, can be collected from any part of U.K. Please select lowest selling price. Mr. Fitzpatrick, Boycestown, Carrigaline, Co. Cork, Ireland.

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OUTLET for half ton minimum *weekly common flounder.* Telephone: Deeside 813958 or 815829.

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SECONDHAND 800 and 1,000lb line hauler, hydraulic. Telephone: Chorley 71081.

WANTED Crab claws and winkles, *boiled or alive. Live lobsters.* Box No. 377.

WANTED queens in shell, good price paid, £1.60 per stone, large or small quantities. Telephone: Plymouth 28847.

WANTED equipment for fitting out of 30ft. steel fishing boat; compass, R/T, sounder, *hydraulic steering*, line hauler etc. Telephone: Sheffield 0742 361111.

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John A. Warnock
36 Warnock Road, Portsmouth
Telephone: Portsmouth 847[illegible]

VESSELS WANTED

50-60ft. *ready to sale*, may be stripped of fishing gear, radar, echos, VHF, wanted. DOT standard, photo *required.* Letters before 1st September. Box No. 889.

VERSATILITY 30ft., forward wheelhouse for angling, full details please to P. Gibb, Cabin Point, Monatrea, Youghal, Co. Cork.

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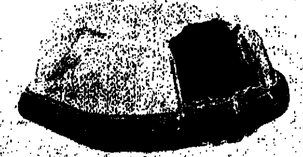

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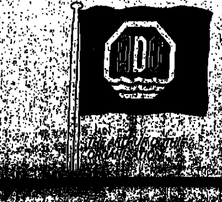

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Joint Trawlers group is an international organisation with offices in Europe, USA, South America and Canada actively engaged in *import, export* and international distributors of frozen and canned seafoods from bulk supplies to consumer products.
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Salary *negotiable but* commensurate with the position offered, c £6,000 plus bonus. Company car provided, non-contributory pension, life assurance, BUPA participation. Relocation expenses *refunded.*
The position offered calls for only top class executives within the seafood industry applying. Please write with curriculum vitae in the first instance to:
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All replies will be treated in the strictest confidence.

SKIPPER required for modern 50ft. *stern trawler*, a knowledge of Devon and Cornish waters, plus all aspects of trawling essential. Write 83 Lodge Way, Wyke Regis, Weymouth, Dorset.

TWO young men, English, holding *senior deckhand ticket*, experienced all types of trawlers, impartial French, seek work inshore or deepsea, *references available*, Donal Box, 884 Kirkdale, Sydenham, London SE26. Telephone 01-778 8667.

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WANTED
GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES
Required with or without stern gear.
Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.
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BMS new improved multiple alarm indicator, giving visual and audible warning to independent input, will *accept any number of switched functions* e.g. thermostat, oil pressure switch, bilge level switch etc., single or twin engines, 12 or 24 volt (state which). Complete with one 100 degree C thermostat £19, extra thermostat £4.00, oil pressure switch £10, bilge level switch £8.00. All prices include VAT, P&P, goods despatched against cheque, P.O. or COD. We also supply and fit radar, VHF, auto plots and most marine electronics. Solent Marine Systems, 97 Station Road, New Milton, Hants. Telephone: (0425) 616376.

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